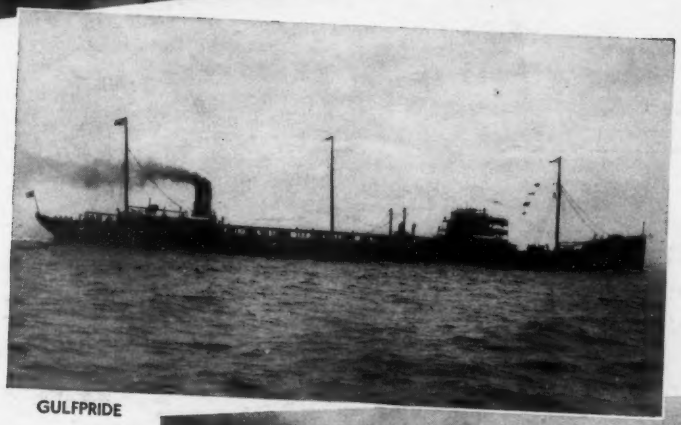
ATLANTIC FISHERMAN

Registered U. S. Patent Office

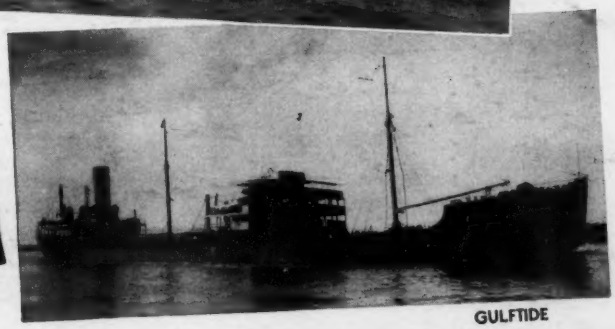
VOL. XXII MARCH, 1941 NO. 2

Famous Fleets that COUNT ON COLUMBIAN . . . . .

GULFBELLE



GULFPRIDE



GULFTIDE

QUALITY *Controlled* every step of the way

GULF OIL

Operating between the Gulf of Mexico and South America to North Atlantic ports, the ships of the Gulf Oil Corporation comprise one of the largest American-flag tanker fleets. Each year, the thirty-odd ocean-going vessels flying the Gulf Oil house-flag transport millions of barrels of petroleum and petroleum products between these points, and their operations, in turn, are supplemented by a large inland waterway fleet. To commerce and industry, the Gulf Oil fleet is rendering a highly efficient, economical service.

• • •

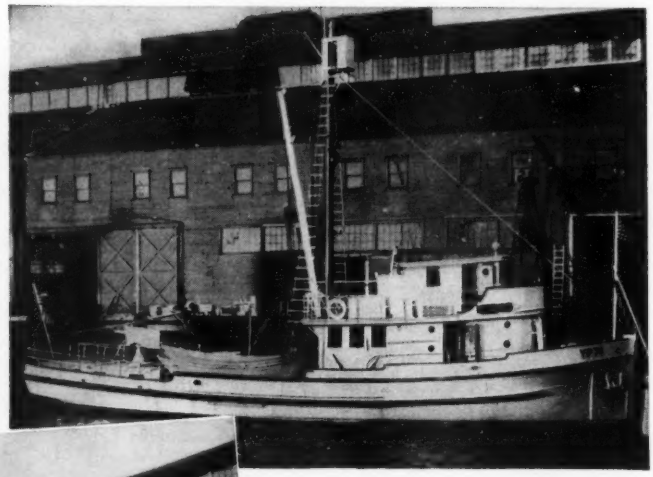
Columbian is proud to count the Gulf Oil Corporation among the many outstanding users of Columbian Manila Rope. Columbian, too, is rendering efficient, economical service. Its controlled quality—from the selection of the pure manila fibre to the final operation—is positive assurance to the fishing trade of a more sturdy, flexible rope that handles easily.

COLUMBIAN ROPE COMPANY AUBURN, NEW YORK

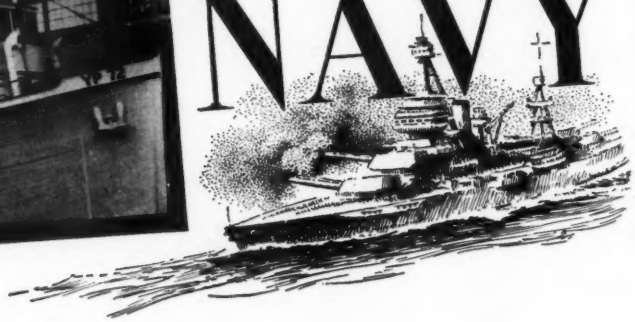
COLUMBIAN TAPE-MARKED PURE MANILA ROPE

Boston Office and Warehouse 38 Commercial Wharf

ATLAS DIESEL Purse Seiners



Join the NAVY



Shown here are two of a large number of Atlas Diesel-powered work boats and fishing craft which have been acquired by the United States Navy for duty on the Atlantic, Gulf, and Pacific Coasts.

These vessels, the YP-72 and the YP-74, were known in more peaceful days as the Pacific Coast Purse Seiners *"Cavalcade"* and *"Endeavor."* The former is powered by a 400 H.P. Atlas Diesel and the latter by a 200 H.P. Atlas Diesel.

Because of their heavy construction, speed, long cruising range, and their demonstrated ability to "take" any seas, these vessels are admirably suited for the hazardous Alaska Patrol duty.

ATLAS IMPERIAL DIESEL ENGINE CO.

EASTERN DIVISION . . . . 115 BROAD STREET, NEW YORK, N.Y.
CENTRAL DIVISION . . . . 228 NO. LA SALLE ST., CHICAGO, ILL.
SOUTHWESTERN DIVISION . . . 5726 NAVIGATION BLVD., HOUSTON, TEXAS
WESTERN DIVISION . . . . . 1000 NINETEENTH AVENUE, OAKLAND, CALIF.

DEPENDABLE · ECONOMICAL **ATLAS** *Imperial* DIESEL ENGINES

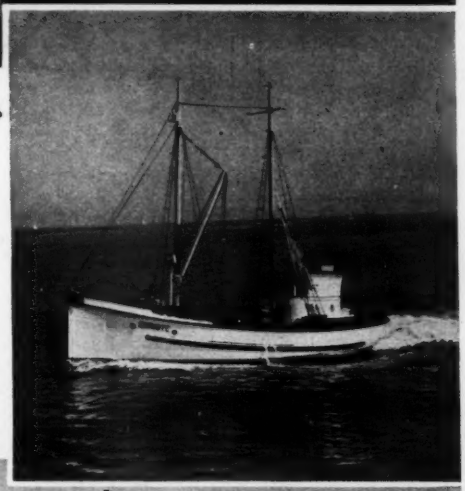
6 MORE BERTHS FOR "CATERPILLAR" DIESEL!

THEY'RE getting lots of jobs—these "Caterpillar" Diesel Marine Engines! And it's common sense that fishermen wouldn't be putting them into their boats so fast unless they saw that a "Caterpillar" Diesel means plenty of power . . . dependability . . . long service . . . and a chance to make more money!

Fuel, alone, is a big item. With a "Caterpillar" Diesel, you'll cut your cost from two directions: By using small amounts; and by using *low-priced, non-premium grades.* And even though the fuel is cheap, you'll get the engine's *full power rating!*

Ten years of Diesel experience . . . "Hi-Electro" hardening for long life . . . an exclusive fuel system with absolutely no working adjustments . . . convenient parts-and-service facilities. Those are some of the other advantages that are getting jobs for this marine power on the East Coast, West Coast and Gulf!

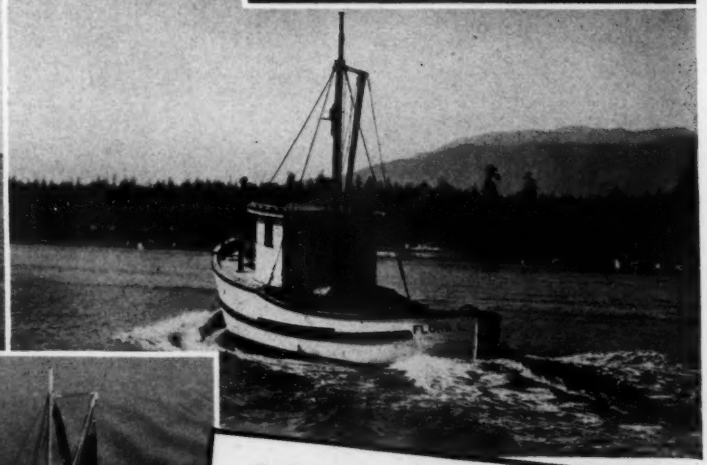
CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS



• Arthur and Harold Johnson (above), Terminal Island, Calif., switched the *Christe* (at right), from another make Diesel to a "Caterpillar" Diesel D13000 Marine Engine (100 hp.). The *Christe* runs at about 9 knots and handles a load of 8 tons of iced shark, albacore and mackerel.

• The troller *Flora L*, owned by Dave Lornie, Vancouver, B. C., Canada. Used in winter for otter trawling. Makes 8 knots with her "Caterpillar" Diesel D3400 Marine Engine (25 hp.).

• One berth for the "Caterpillar" Diesel Marine Engine here in the *Silver Queen* — and two more in the *Kathryn Jean* and the *Queen Marie*. All three owned by Charles Ludwig, Fernandina, Florida. "Plenty of power, economical, no trouble," says Mr. Ludwig. The *Silver Queen's* "Caterpillar" Diesel is a D4600 (55 hp.). Uses only 3 gallons of 7-cent fuel an hour.



• The shrimper *Old Glory*, owned by R. P. Sequeira, St. Augustine, Florida. Powered by a "Caterpillar" Diesel D4400 Marine Engine (35 hp.). Works 14 hours a day. Uses 7-cent fuel. Swings the wheel and handles the nets.

CATERPILLAR
REG. U.S. PAT. OFF.
DIESEL
MARINE ENGINES

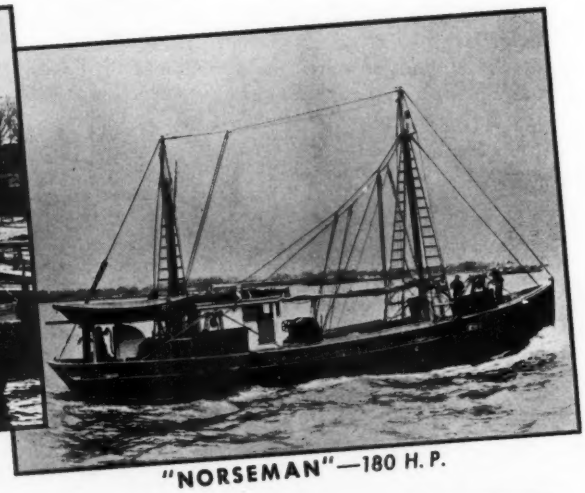
As a Fisherman...WHAT DO YOU WANT IN A HEAVY DUTY DIESEL?

"MARY"—120 H. P.

Whatever you demand in a heavy duty Diesel for fishing—Superior has it in their latest models.

The owners of these five vessels are convinced that their recently installed Superiors have everything they demanded of a fishing boat engine.

"VIKING"—180 H. P.



"NORSEMAN"—180 H. P.

"SEA KING"—180 H. P.

"SANTA LUCIA"—90 H. P.

THE NATIONAL SUPPLY COMPANY . . . SUPERIOR ENGINE DIVISION

FACTORIES: Springfield, Ohio; Philadelphia, Pa. • SALES OFFICES: Springfield, Ohio; Philadelphia, Pa.; New York, N. Y.; Los Angeles, Cal.; Jacksonville, Fla.; Houston, Texas

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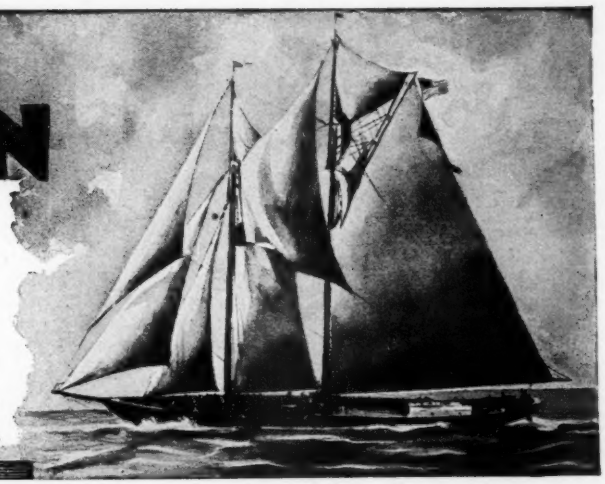

VOL. XXII MARCH 1941 NO 2

Fishery Industry in Need of National Organization

ACCORDING to the Fishery Advisory Committee, there is a vital need for a representation of the Fishery Industry in Washington, D. C. and at other points to arrange for participation of the Industry in national programs and to protect the interests of the Industry in the prosecution of emergency defense measures. A representative trade office can also perform, as limited by the desires of the Industry, any or all of a large variety of other trade functions.

The trade functions of importance to all the fishery industries in common which can be pursued by a central organization may be classified under three general objectives, (1), the increase of consumer demand for fish and shellfish; (2), the enlargement and dissemination of knowledge about commercial fishery activity; and (3), the securing of national trade advantages. The pursuit of these objectives can be conducted by a central organization through the following devices:

1. *Increase of consumer demand for fish and shellfish.*
   a. Through prosecution of active national programs of fishery publicity by a central publicity office. Through sponsoring of National Fish Week, etc.
   b. Through contacts with other trade groups to gain tie-ups with their publicity programs.
   c. Through contacts to increase Government activity which publicizes fish, and to forestall publicity derogatory to fishery interests.
2. *Enlargement and dissemination of knowledge about commercial fishery activity.*
   a. Through operation of central information office for all fishery trades, supplying reliable information for all purposes on every phase of commercial fishery activity.
   b. Through the undertaking of special surveys for desirable trade purposes.
   c. Through operation of regular information services for the Fishery Industry and other interested parties, reporting on Government activities and the effect of such activities.
   d. Through supplying of information to Government officials, lawmakers, and others which will react to the benefit of the Industry.
3. *Securing of national trade advantages.*
   a. Through improvements in trade practices.
   b. Through improvements in trade relations within and outside the Industry.
   c. Through contact with Government administrators and legislators to obtain advantageous laws, appropriations, decisions, regulations, import and export duties and quotas, transportation rates, and administration operations.
   d. Through contacts with Government administrators and legislators to provide protection against discriminatory or otherwise injurious legislation, decisions, regulations, and other acts.

Central Organization Can Contact Many Agencies

A central fishery office would properly handle relations with a large number of Government agencies. There are, in addition, hundreds of business, professional, and social organizations that could be contacted to advantage. Over ten thousand associations exist in the United States, a large number of which are national in scope.

Conference with Wage-Hour Division

The following experience is an example of the benefit of contacting and consulting with a Government agency regarding a matter of more than sectional or divisional interest.

Field men of the Wage and Hour Division have advised dealers throughout the Middle West that certain parts of the fish industry were not exempt, that heretofore dealers had every reason to believe were exempt.

As a result of a recent fisheries conference with the Wage and Hour Division, a special investigator will make a survey and report. In the meantime, no action will be taken.

Fish for Army Camps

A tremendous opportunity for sales of fish and dissemination of fish publicity lies in the purchase of fish for use at Army camps. The major portion of such purchases could be arranged through an office representative of the entire Fishery Industry. The size of the prospective sales can be visualized from the fact that the Army expects to have forty camps in operation by July 1, with each camp quartering between forty thousand and one hundred thousand men.

The Government is planning to spend $2,000,000 a year for fish, making the largest mass purchasing plan since the World War days. It is figured the men will eat fish at two meals each week. At an estimated half-pound per person, it is expected the consumption will run close to a million pounds weekly.

Opportunities for Cooperative Activity

For several years the American Fishery Industry has been functioning without a central office to represent it in the business and Government of the Nation. Without ability to speak for itself as a whole, the Fishery Industry has drifted along, receiving scarcely more attention from America's commercial and governmental organizations than those organizations choose to give. This condition has restricted the opportunities for cooperative activity between the various parts of the Industry, with other fields of business, and with the Federal and local Governments.

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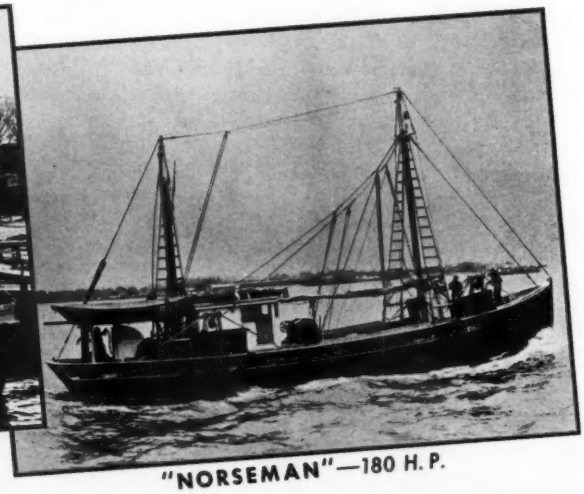

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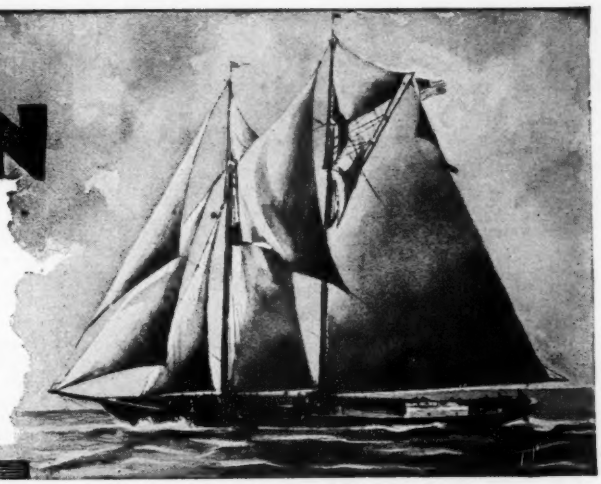

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Better Use of Compass and Charts

Capt. Elwell B. Thomas Discusses Value of Proper Equipment as Aid to Safer and Easier Navigation

WHEN one considers the navigation and piloting equipment of about 90% of the smaller and medium sized fishing vessels, it is indeed amazing that these vessels survive. It is certainly not due to the mythical ability of a fisherman to "smell his way" in thick weather that so many of these vessels keep afloat, but rather to sheer good luck.

However, more are lost than should be. Many pile up, which type of accident is not always serious but which results in chewed up keels and plank or even in a general weakening and shaking up. Most serious, though, is the time lost in port. Many of these difficulties are caused by lack of knowledge of expert and accurate piloting and/or lack of proper tools of the bridge and chartroom.

Beginning with the compass, let me emphasize the fact that it should be of as large size as practical. It should be located as well as possible with every thought given to best height compared to the height of the helmsman's head, surrounding metal, visibility across top of compass for taking bearings and best protection from weather if the vessel is small. It should have secure fastening insuring the lubber lines of the compass on a parallel line with the keel, and should be equipped with proper lighting.

In order to eliminate shadows and reflections, which are harmful and confusing to the helmsman's eyes, I find it advisable to use the binnacle head both day and night, using a powerful white light during the day, and inserting a green bulb at night.

A consideration, I have found, in small vessels, is that the compass should be located near enough to the wheel, that the helmsman can remove the binnacle head if necessary and steady the motion of the compass if it becomes erratic in a seaway. I have often steadied the motion of a compass with one hand while steering with the other. While this idea is not quite customary, it is a most effective method of insuring a fairly accurate course that would otherwise be impossible.

Compass Adjusting

I think that the employment of a compass adjuster is money well spent and in a small vessel, the use of flinders bars, at least, is advisable. While "swinging a ship" is something that can be done by any one with reasonable intelligence and patience, the adjusting of the compass by tinkering with flinders bars is quite another thing and should only be done by an expert.

Of course the ship can be swung and a deviation card worked out without using flinders bars, but by using them the deviation can be brought down to a minimum, and often to such a small amount that it can be ignored in laying off a course. But by all means one should have an accurate knowledge of the vessel's deviation on all points, and it may be necessary to swing the ship as often as once a year. Certainly this should be done if there is any change of note in iron around the vessel, or if the position of the compass is moved.

Then the compass should receive attention. If a bubble appears, the compass should be refilled immediately. If the boat is a small one and the compass has to be removed and stowed in a locker when not in use, it should be stored as far from iron, steel, etc., as possible. If it is a compass in the customary box, it should be stowed with the box in its normal horizontal position with cover on, and not up on edge or cornerwise where the card would swing to some extent, wearing the bearings unevenly.

If the compass should act peculiarly, as for instance, the card sticking, etc., it should be sent immediately to the maker who will put it in first class shape at a surprisingly reasonable figure.

Occasionally one will see a compass installed under a deck light, an attempt at a cheap and simple binnacle. However, this is a very poor installation as it is impossible to take bearings across the top of the compass. The deck light is apt to steam up under the right conditions, or even frost up, boots and shoes are apt to put scratches in the glass, and the glass may be under water in heavy rain or a sea-way.

Clock and Tachometer

I find a good clock, located handy to the man at the wheel, a most indispensible fitting. It should be so arranged that its face may be readily lighted by the helmsman without leaving the wheel. Time is extremely essential to the proper handling of a vessel, and a record of the time on courses under various tide and weather conditions will help in increasing the accuracy of the navigator's work. A well kept log will be full of invaluable data on time, currents at different stages of tides, etc. My own method of keeping a log is to stick strictly to recording this necessary data and to record as little lesser detail as possible.

A tachometer is most helpful aboard a power vessel, not only for determining the speed of the vessel, but also for indicating any change, however slight, in the operation of the engine. It is well to run over a known course, say between two beacons, not between two buoys, both with and against tide and wind, making several round trips at different throttle speeds each round trip. Then split the difference in time on each side of a round trip and note the tachometer indication. The speed can be computed at the various desired revolution or throttle speeds with a high degree of accuracy.

In addition a taffrail log is good additional equipment as it will serve well as an additional check on long runs.

Handling of Charts

Charts deserve considerably more attention than they generally receive. Recent charts should always be used and old ones destroyed. To supplement the information on the chart, masters of vessels should write to the Coast Guard and ask for the Notices To Mariners, which will be sent free of charge each week. In requesting this useful publication, it is advisable to address the communication to Commandant, U. S. Coast Guard, Washington, D. C. Also there are many other Government publications which are of tremendous value to the master of even the smallest vessels. There are, for instance, Light Lists, U. S. Coast Pilots, Inside Route Pilots, Tide Tables, Current Tables, and Tidal Current Charts, all of which, with the exception of Light Lists, are published by the Coast and Geodetic Survey. The Light Lists are issued by the Coast Guard. All of these publications are sold at a very low price and no mariner can afford to be without them.

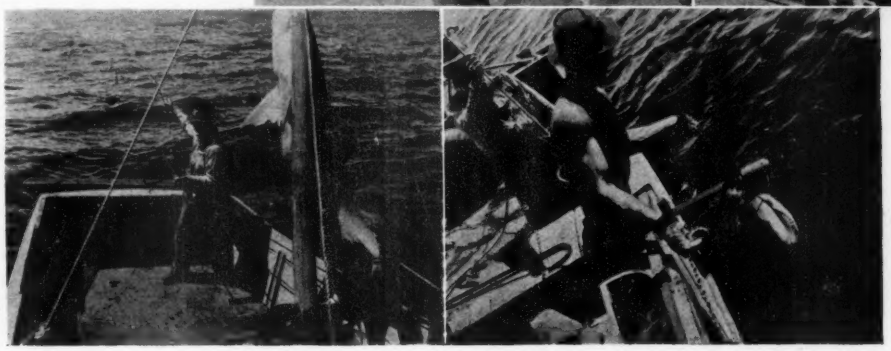
I generally use parallel rules but some use a course protractor or some newer device. All in all, it is pretty much a matter of taste. However, which ever type the master of a vessel chooses, he should keep them in a dry place, especially if he uses parallel rules, because of the danger of warping. When using any of these devices the greatest care should be taken that they do not slip on the chart. When laying off a course on a chart, the job should be checked and rechecked because of possible slight slipping of instruments.

There are three regulation ways of handling and stowing charts. In very small boats it is customary to fold them as they take up a small space, and generally a real small section is all that is necessary to use at times. An objectionable feature to this idea is that the folds interfere with using parallel rule or protractor when the chart is spread flat. Also the chart rapidly wears at the folds. For small boat work, I strongly suggest the use of a leatherette-isinglass case.

A better method in larger vessels is to roll the charts and stow them either in racks under a deck, or in a suitable locker. I have seen them stowed in a compartment in the center of a drop leaf table. If charts are rolled, it is advisable to mark the number and location on each corner of the blank side of the chart in order that whichever way it is rolled, or which-

(Continued on page 21)

Left: California blue fin shark. Right: Livers from two blue fin sharks. They are about half as long as the shark itself.



Left: A Florida shark fisherman paying out a 1000-foot length of chain, and giant shark hanging from boom. Right: Hauling in a catch.

Shark Oil Demand Brings Fishing Fortune

A New Booming Industry Develops in California, Florida and British Columbia

SHARKS are suddenly looming as a potential gold mine for commercial fishermen in waters where the finny monsters are to be found. It's all because science has found a new value in shark liver oil.

As a result, business is booming for fishermen in Florida, certain sections of California and in British Columbia. Fort Bragg, a fishing hamlet in California, seems to be experiencing the greatest boom in the new fishing industry, according to Harlan Major, New York fishing authority, who recently returned from a fishing tour of the country. He says there is also an increased demand for shark hides, teeth, fins and even crystallized eye pupils. Most in demand is the liver oil.

It is a thriving business that has taken the Pacific fleets by storm. From San Francisco to Portland the docks are receiving tons of blue fin, soup fin and cow sharks for their liver content, worth $1.00 a pound. A short time ago sharks were the curse of the legitimate sea-going business. Today it is not uncommon for a fisherman to pocket $2,000 to $4,000 on his catch. It is a small day when a skipper has only a ton or so to dispose of.

Fishermen, who formerly sought salmon, albacore, rock cod and flounders for a ready market, throwing away the sharks that intruded into their catches, now concentrate on the small "tigers of the sea" and eliminate the edible fish.

At Fort Bragg, ordinarily quiet townsfolks have become commercial fishermen and are rushing to sea for loads of soup-fin sharks. In normal demand only for soup making, the fins don't even interest the fishermen any more. Before the oil strike, fins for soup brought eighty cents a pound, chiefly in the Chinatowns of New York and San Francisco. But the market is comparatively slight. San Francisco markets now are offering $250 a ton for sharks, a jump of 500 per cent since last July when they were worth only $50 a ton.

From Fort Bragg; trucks rush the sharks to the San Francisco markets, and, during 1940, nearly $1,500,000 worth of sharks were bought in San Francisco.

The soup-fin shark which has caused the boom in Fort Bragg is found only on the coast of California. The fish arrive each Spring off the Santa Barbara Islands, moving up the coast to the Pacific off Fort Bragg.

The "blues" and "soups" run from 35 to 60 pounds each, while the cow sharks are some 200 to 300 pounds apiece. The latter yield liver weighing 14 to 18 pounds. They are denizens of the sea bottom and are caught 40 to 180 fathoms down. These species are not fighters, for the great pressure of the water is said to take all resistance out of them.

On the Pacific, regular halibut equipment is used in fishing. This means that a long anchored hawser is dropped from a float, and a similar one is lowered 100 to 200 yards away. A heavy rope, connecting both, near the attached anchor and known as the "ground" line, is equipped with 4 to 5-foot lines at 6-foot intervals along its length. These employ shark hooks, known as the twelve-0 size, larger than regulation halibut hooks, and are baited with sole or sardines. On these the "ground sharks" are caught, on what is known as a "skate" of gear.

Upon delivery to the fish company dock, the livers are quickly removed and placed in cold storage, or are immediately iced down and trucked to market.

After the livers have been removed, the shark carcasses are trucked to tallow works and are converted into fertilizer.

It is reported that the Union States Government is buying large quantities of the valuable shark liver oil for use in the lubrication of high precision mechanisms.

Shark livers are also highly valuable because they are a newly discovered source of Vitamin A, the richest yet discovered.

Although the biggest boom is in California, in Florida the industry has jumped from $5,000 a year to $100,000.

Florida shark fishermen use 1000-foot lengths of chain with giant shark hooks spaced 25 feet apart.

Sealed jugs and 50-gallon gasoline drums are sometimes used for floats on the shark lines which are put out at night and hauled in in the morning.

Chemical Treatment for Engine Corrosion

Capt. R. H. Martin, Hamilton Engineering Company, Discusses Chemical Protection Against Corrosion.

WHEN it became recognized among authorities on operation of internal combustion machinery that innumerable cases of scored liners, seized pistons, cracked heads and other major difficulties could be directly ascribed to deposits of scale in waterjackets and cooling spaces, owners turned to scientific experimentation for corrective measures.

Operators of seagoing equipment were soon brought face to face with the problem of electrolytic action in its most virulent form, i.e. a combination of dissimilar metals connected as a single unit with salt water as a perfect electrolite. Zinc plates, plugs and different arrangements of placing zinc played their parts in retarding action to a point where waterjackets and such sections of machinery would, with close attention and repeated hand-cleanings, remain serviceable until cylinder wear on liners became a problem.

Improved methods in metallurgy, casting, and lubrication outstripped the progress made by those sponsoring the work on circulation until the closed systems were pioneered. Fresh water for circulation was hailed as an answer to the problem until it was found that electrolytic action was transferred from the main unit to the heat exchangers, and there was a rush to find a combination of metals resistant to this action. Then, by virtue of the whole unit being connected, the action was still present, but of course not nearly so pronounced.

Fresh Water Cooling

Electrolysis elimination by insulation and segregation of affected parts was then studied and with more experimentation became an accomplishment. Treatment of fresh water for cooling was considered and also perfected to a point where it became more of an exact science than feedwater treatments for boilers.

Control and proper dissipation of heat from use of fresh water closed systems thus entered its present stage of efficiency, but operators bringing out new equipment during the pioneering period found themselves in a predicament. Their engines were well advanced toward the time when close clearances would begin to clog with excessive corrosion, and scattered heads and manifolds were already "running temperatures".

A venturesome few changed over to fresh water. Results were varied. Some were successful and others failed where previous salt deposits dissolved and permitted scale to drop and completely clog essential clearances. Manifolds cracked and were renewed, heads came under the same category, and in many cases were condemned.

In view of such discouraging developments it might be considered as foolhardy to continue pioneering in fields so unexplored. But investigation was started in the field of chemistry.

It was found that the Naval Experimental Station at Annapolis had run tests on eighty-four different combinations of chemicals and inhibitors, submitted by a nationwide solicitation of chemical manufacturers. Tests were completed after eleven months of work and only one of these chemicals was acceptable to U. S. Navy specifications with reference to corrosive attack on base metal. In other words, it was possible and practical to obtain a chemical that would make a selective attack upon rust and corrosion.

Servicing Work

The first actual work was servicing a schooner with a 230 H.P. Diesel. The next engine was a similar machine of the same H.P. on another schooner. The latter engine was disassembled after servicing prior to seasonal overhaul and was found to be in excellent condition. Another similar engine was done shortly afterward on a third schooner and immediately upon completion the engine was put into commission and ran throughout the season in Southern waters.

The next descaling problem was different in nature, for an electric drive job came to the attention of the sponsor of this new theory. There were two vessels involved, each was powered with twin 225 H.P. units with removable liners, and both engines on both vessels were badly "sanded" from dredging operations where both vessels had established enviable reputations for continuous performance under trying conditions.

It was decided by the owners to change both vessels over to closed systems. In fact when they were built both vessels were laid out with such a future change in mind.

Sand Problem

Sand, with its high silica content, however, presented difficulties. If the sand had been sufficiently hardened from operating temperatures, it would be a hazardous undertaking to attempt to "pull liners". Chemicals suited for one purpose might not serve as specifications for another. In order that experimentation might be eliminated it was therefore decided to make laboratory tests.

It had already been established that ordinary scale found in the waters off the New England coast would require a different type of a solution than would be required to work on scale formed in Southern waters. It was also known from experience that there should be sufficient scale and rust mixed with sand to permit a softening of the deposit to a point where removal of the liners could be affected without danger.

It was consequently not left to chance in this case, for a sample of scale was brought to the laboratory and tested and the proper concentration decided by the staff. A figure was set that was based upon the amount of material the waterjackets hold, and a definite time allowance computed, again based upon results of the laboratory tests.

Conversion Tests

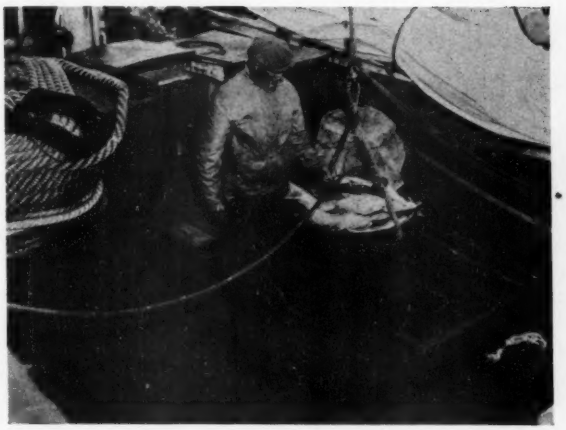
Twenty-four hours of continuous circulation was decided upon for the first vessel mentioned. The engines were disconnected from sea water suctions and overboard discharge lines were broken. An ingenious arrangement of piping and valves was installed upon the engine room grating that was connected with a specially designed gasoline pumping equipment and an ordinary, non-returnable, thin sheet iron oil drum that was used to hold the surplus chemical. It is interesting to note that some of these drums have been in continuous service for more than two years because of the complete protection against corrosion made possible by the inhibitor used in the chemical.

This drum was filled with fresh water and pumped into the systems of both engines and in this manner actual capacity was determined. The chemical was added in proportion to what laboratory tests had signified and then circulation was begun. It was so arranged that one engine or both could be circulated at once. Cutting in or out either engine, reversal of flow could be manipulated by operating the set of valves heretofore mentioned without the stopping of the pump or breaking connections.

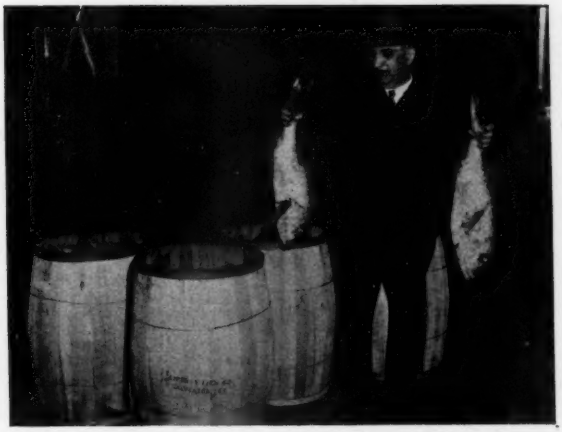
After twenty-four hours a complete and thorough flushing was accomplished with the same apparatus, and upon removal of base plates at the bottom of the cylinders it was found that the sand was soft and mushy. Heads were removed shortly afterward and upon examination of exposed parts it was decided that the liners on this vessel would not be "pulled" after all. Therefore, the heads were again flushed while on the wharf and replaced, the heat exchanger installed, and the vessel went immediately into service without further work. The fresh water was then treated with another chemical and the water changed at intervals of two weeks. Before five weeks had passed, the water took on a crystal clearness and tested at a pH value of eleven with zero hardness.

With control of temperatures more easily accomplished, the lub. oil consumption dropped from one gallon used for 26.6 gallons of fuel, to one gallon of lub. to 29.6 of fuel.

(Continued on page 20)



One of the Liberty Fish & Oyster Company's red snapper schooners under the command of Capt. Larry Madden at Galveston, Texas. This schooner is equipped with a 45 hp. Fairbanks-Morse Diesel engine and a Paragon winch.



Angelo Caravageli, President of the Liberty Fish & Oyster Co., Inc., inspecting fish on his company's wharf at Galveston, Texas. The company has a fleet of 20 red snapper schooners running to the Campeche Banks off Mexico.

Florida

New Seafood Concern Establishes Five Plants

THE establishment of five packing plants by Penguin Brand Seafoods of Jacksonville in five months was announced recently by Floyd Fraser, general sales manager of this new, highly specialized industry.

The Jacksonville plant specializes in frog legs and milk-fed fried chicken. The Palatka plant packs shad, shad roe, herring roe and crab meat. Shrimp and shrimp products are handled at the Fernandina plant. Oysters are canned in several styles at New Orleans, while lobsters and lobster products are handled at the plant in Cuba.

Mr. Fraser stated that his company's aim is to make the delicate seafoods and other famous Southern edibles more easily available to the housewife and to the purveyors of public food. Some two dozen seafood delicacies, he says, are now being tinned and glassed for immediate consumption.

Mr. Fraser also said that a sales organization had been set up for the distribution of the products from these plants throughout one half the United States, with a view toward creating newer and broader uses for Florida's famous seafoods and delicacies.

Now President of Sponge Exchange

John Diamandis of the sponge firm Diamandis and Cardullias, Tarpon Springs, was elected president of the Tarpon Sponge Exchange recently.

E. S. Rice, State Conservation Commissioner

E. S. Rice, prominent Apalachicolian, was appointed State Conservation Commissioner to succeed R. L. Dowling, who recently resigned.

Mr. Rice will be in charge of the conservation of all seafoods in the State of Florida; also in enforcing laws dealing with the catching, handling and marketing of salt-water seafoods.

Mr. Rice has been directly concerned with the seafood business for thirty-five years, and is well acquainted with all phases of the seafoods industries. Over twenty years ago, Mr. Rice started Florida's first shrimp canning plant at Apalachicola. He is a director of the Florida Fisheries Association, and is a member of the National Canners' Association.

Scobie Supply Co.

The Scobie Supply Co. of Titusville, in one week recently canned 1,500 pounds of crab meat which was shipped to New York and other markets. The Company also canned and shipped 300 pounds of stony crab meat, the most of which went to Palm Beach and Miami.

Niceville Fish Co.

The total catch brought in by the five fishing schooners under the Niceville Fish Co. flag during 1940 amounted to more than three-quarters of a million pounds.

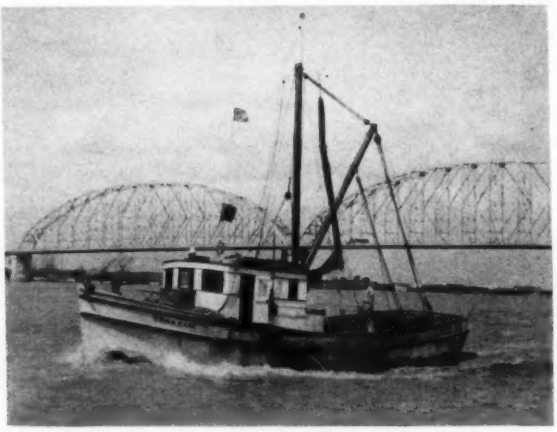
There has always been much friendly rivalry among the crews as to which schooner makes the record catch for the year. The winner for 1940 was Capt. Richard Williams and crew of the *J. E. Plew*, with a total catch of 186,057 pounds. Claude Meigs is owner of the Niceville Fish Co., and reports that a sixth smack, the *R. W.*, was launched recently.

Pensacola Furnishes Record Lot of Fish

A record lot of fish was furnished the country from Pensacola during the latter weeks of January. Demand for red snapper was enormous and local fish dealers asserted that much more fish than was handled in that period could have been disposed of were such stock available. All the fish available was fur-

The "Sea Duke", Capt. Floyd Dilsaver, 46' 6" x 13' 6", 38 x 30 wheel, 2 to 1 reduction, powered by Caterpillar Diesel D8800 engine, owned by L. J. Hardee of St. Augustine, Fla., and Morgan City, La.

Capt. Robert C. Tompkins of Morgan City, La., and his 46' shrimp trawler "Edna Earl" operating out of Berwick, La., and powered with a 60 hp. Atlas Diesel.



nished the regular trade and Governmental sources for the numerous cantonments which have been established in Florida.

Francis Taylor on Fishery Advisory Committee

Francis Taylor, president of the Warren Fish Company, Pensacola, returned recently from a meeting of the Fishery Advisory committee in Washington. He said that committeemen drew up a three-point program affecting the fishing industry throughout the United States and Alaska.

Taylor, who was elected chairman of the Gulf region, said that broad plans for the general improvement of the industry marked the first phase of the Washington method. Methods to insure sounder conservation in fishing and promotion of a nationwide educational program on the health and table value of seafood were the other phases.

The need for co-operation between sports and commercial fishing industries was also stressed at the meeting.

On the Gulf region committee with Taylor are Stanley de J. Osborne of Jacksonville, and C. G. Meigs, of Niceville, Fla.

Texas Oyster Mortality in Copano Bay

A serious mortality of oysters occurred in the upper part of Copano Bay, Galveston, recently, according to a report by oyster investigators of the Fish and Wildlife Service.

From observations and reports of persons who were working on the public beds, it was determined that there was a loss of over 90 percent of the oysters from no apparent cause.

Samples of these sick and dying oysters were forwarded by Gordon Gunter of the Texas Game, Fish and Oyster Commission to the Service's laboratory at Beaufort, North Carolina, for microscopic examination. The gills and adductor muscle of these specimens were found to contain an unusually heavy infection of the sporozoan parasite, *Nematopsis ostrearum*. Spore stages of the parasite were found to be concentrated in large masses in the gills and muscle tissues, the number per mass ranging from a few hundred to several thousand.

Mr. Gunter reports that there was no unfavorable circumstance in Copano Bay region to which the mortality might be attributed. Considering the characteristics of the mortaliy, time of year, etc., the sporozoan parasite, *N. ostrearum*, was suspected as the cause of the high mortality of oysters here. Thus far this parasite has been found in oysters collected from numerous beds extending from Chincoteague Bay, Virginia, to Copano Bay, Texas.

Louisiana Has Closed Season on Shrimping in Inside Waters

THE closed season on shrimping in "inside" waters went into effect March 1st and will continue for 45 days. This means that no shrimp can be taken from waters within "three miles outside of inside waters." According to the Department of Conservation, the law will be rigidly enforced. The closed season was created by Act 50 of 1932 and amended to its present form by Act 314 of 1940.

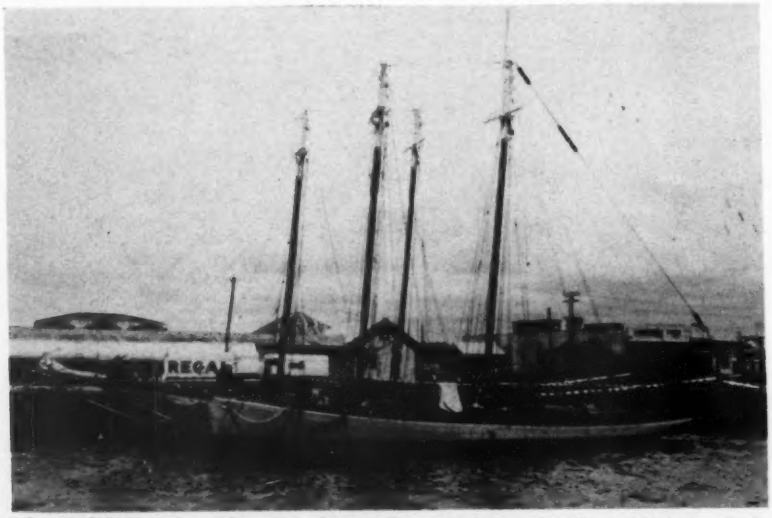
This closed season will not have much effect on trawlers here. These boats are built for heavy seas and as a rule trawl much farther out than the three-mile limit. However, shrimping out of Houma, Golden Meadow and other Lafourche points will be greatly curtailed.

A general closed season on all shrimping will be enforced from July 1 to August 10.

Report 1940 Production

During 1940, the New Orleans office of the United States Fish and Wildlife Service reported the production of 97,830,464 pounds of various kinds of seafood not including oysters. A total of 39 classifications was reported, 5 being fresh-water fish, 22 salt water fish, 12 shellfish and miscellaneous items.

Shrimp was by far the most important variety, accounting for 80 percent of the total production exclusive of oysters. Most of the shrimp catch was taken during the period of August to December, when 68 percent of the total was landed. The four best months for crabs were May, June, July and August.



The "Dolphin" tied up along side the "William Hayes" at the Warren Fish Co. dock, Pensacola, Fla. The "Dolphin" is skippered by Capt. Gus Hansen and powered with a 48 hp. Lathrop gas engine.

Virginia

New Commissioner to Carry Out Restocking Program

DECLARING that the seafood industry in Virginia is tremendously important, and should not be allowed to decline, J. Brooks Mapp, recently appointed Commissioner of Fisheries to succeed his brother, the late G. Walter Mapp, told newspaper men that he will do his best to carry out the restocking and conservation program begun by his brother.

Mapp said he expects to spend two or three days each week with inspectors for the Commission of Fisheries, observing them as they go about their tasks and contacting persons who earn their livelihood in the seafood industry. He explained that he hoped to make the watermen feel, despite occasional differences in opinion, that the Commission is acting in the manner it feels best for them.

He recalled that one of the first statements his late brother made on being appointed Commissioner was that he expected to carry the Commission to the people, rather than to bring the people to the Commission. "I thought that was a sound policy and I propose to follow it," he added.

Depletion of the seafood supply is a problem that must be met and solved in some manner, the Commissioner continued, and he explained that depletion is particularly noticed on the Eastern Shore where some species that were once plentiful are now growing scarce.

"There will be difference of opinion as to how a program of conservation and restocking best should be carried out, but that is to be expected as there are various schools of thought on the subject. I look forward with pleasure, however, to working with the Commission, as there was never any hint of friction between them and my brother."

Shad Season Near

Tarring of nets and other last minute preparations were being carried out in the Tidewater area in anticipation of the shad fishing season which was expected to get under way by the end of February. Some shad have already been caught in North Carolina waters heralding the approach of the local season.

Persons engaged in the industry have predicted that due to the labor shortage and poor season experienced last year, there will be about 25 per cent less nets set in the State this year than last.

They were reluctant to make any forecasts as to what income may be expected from shad fishing this year in view of the fact that income and expenses incident to the business are dependent on the weather, the size of the run and numerous other factors.

Indications are at the present that a good price may be anticipated, especially during the early run.

Frank W. Darling

Born in New York City, October 7, 1865, Frank W. Darling, of J. S. Darling & Son, Hampton, Va., died of a heart attack on February 1 while attending the midwinter meeting of the Board of Trustees of Hampton Institute of which he had been a member for 40 years.

"There has been no significant development of importance in this locality during the past 50 years", stated the Daily Press, "that has not had the advice, assistance or collaboration of this eminent citizen. During a time when he was harassed by losses that would have broken the spirit of most men in his place, his courage and his will to triumph over adversity were the highest."

As Vice-President of the Oyster Growers & Dealers Ass'n he has been a tower of strength in supporting co-operative effort and contributing to the upbuilding of the oyster industry. His son, J. S. Darling, intends to continue the business under the same name and in the same manner.

Maryland

Enjoys Best Oyster Season in Twenty Years

THIS has been the best season for twenty years for oyster dredgers, tongers, and runboats. Oysters have sold from seventy-five cents to $1.25 in the shell and all the watermen have made money. There has been an increase in the oyster production in the Chesapeake during the past season.

Dredgers and tongers sometimes protest that increased private leasing would deprive them of part of their living on the public beds. It has been found in oyster-farming states that the total income of the community is greater under a system of private planting, for increased employment in preparing the beds, dredging and tonging operations, and in the shucking plants, brings to oystermen higher profits than attempts to eke out a living from depleted public beds.

Oysters in the shell in cool weather will easily keep a week, while shucked oysters packed in sanitary cans will easily keep for two weeks, when well iced. In fact, Maryland oyster packers ship regularly by trucks to points as far west as Denver and southwest to Houston.

The dredging season closes on March 25, and a large number of the oyster packing plants close down for the season. Some continue on until the closing of the tonging season on April 15th.

Shad and Herring Season Opens

The shad and herring season opened in Maryland waters of the Chesapeake bay on March 1st. At one time the three greatest shad producing states, Maryland, Virginia, and North Carolina, produced 22,000,000 pounds of shad each year. The present yield is estimated at about 6,000,000 pounds.

Fish Trap Regulations to Be Changed

Applications to set fish traps within the one-half mile shore limit set by Federal regulation in Ocean City, Md., will be granted, and charges of violating the law will be dropped. Five Ocean City men were charged last Fall with placing pound nets inside the restricted area.

Lieut. Col. H. L. Robb of the Baltimore district engineers' office said he would have the U.. S. District Attorney drop charges and an agreement favorable to all will be worked out. Permits will be issued on a temporary basis until another hearing can be held in Ocean City in June or July, at which time permanent regulations will be devised.

At the hearing last December, the violators stated the half mile regulation was adopted many years ago to protect small oyster boats crusing near the shore. Since these craft are not being used any more and present coastwise shipping never comes closer to the shore than three-quarters of a mile, such regulations are unnecessary.

Would Allow Use of Motors in Crab Boats

A bill has been introduced in the Maryland legislature to repeal the law forbidding the use of motors in crab boats. The Conservation Commission during last season tried to enforce this law but after arresting several persons, they found so much opposition that they abandoned the enforcement.

The law will be repealed as catching crabs by sail is about like the "one horse dray." The only objection to motors is that they muddy the water in shallow creeks and ruin the netters, but this could be easily remedied by designating some areas for motor boats and others for netters, similar to the areas for tonging and dredging oysters.

Soft Crab Packing Houses Opened

Several Crisfield firms opened soft crab packing houses in Morehead City, N. C., this month. Harry Parks and George L. Sterling represent the Wallace M. Quinn Co., Ray A. Parks, the Coston Co., and Isaac H. Tawes, the L. R. Carson Co., Inc.

Maine

NYA to Assist in Clam Propagation Program

CLAM propagation on a big scale along the Maine coast was assured on March 7 when Sea and Shore Fisheries Commissioner Arthur R. Greenleaf announced completion of negotiations with acting Administrator Frank K. Welch of the National Youth Administration for use of NYA labor on a number of projects. He said that survey work was already underway in several Washington County communities under the direction of E. Robert Kinney of Milbridge, who is superintendent of the administration's clam conservation division, and that active plantings would start just as soon as weather and ice conditions are satisfactory.

In the preliminary program about thirty youths will be put to work using the very latest equipment and propagation methods. The labor will be supplied by NYA while Greenleaf's Department will furnish the tools, boats, etc. Although Kinney will be in full charge he will co-operate closely with Sea and Shore Fisheries officials. It is estimated that 150 acres of now barren flats will be propagated with seed clams during the coming season and the program is designed to eventually cover the entire coast and to continue as a permanent set-up either under the jurisdiction of the State or the various towns

Methods used will be similar to those developed by the Department in small scale plantings in Casco Bay last Summer but Kinney, after extensive study of systems long used in other States, has perfected new equipment that will speed up the work.

The first phase of the operations will be to locate areas upon which clams are seeded in so heavily that they do not have room to grow and to find suitable spots for plantings on areas which are now barren because of overdigging. After the seed clams are dug by an especially devised method which will permit each man to take as many as 15 bushels a day, they will be transplanted on the barren areas which in turn will be closed to all digging for periods of from one to one and a half years.

It is estimated that the seed clams will reproduce at a ratio of 14 to 1 in a year's time or that each bushel planted will produce 14 bushels in the 12 month period.

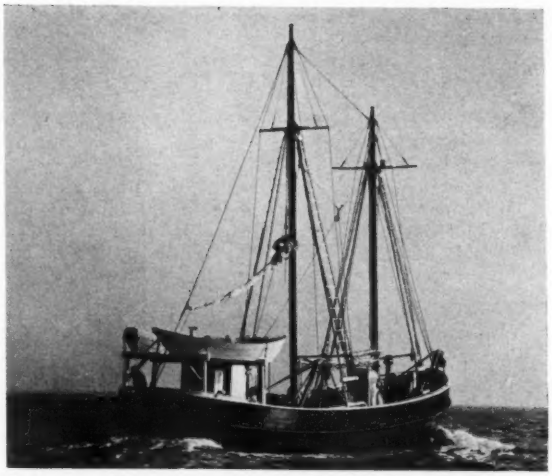
Expect Development of Sea Moss Industry

Activity in the comparatively new industry of harvesting sea moss should be extensive during the coming Summer months, in the opinion of Fisheries Commissioner Arthur R. Greenleaf. Great interest has developed as a result of the success stories of three Bowdoin College boys operating on Little Whaleboat Island in Casco Bay last Summer.

It is predicted that at least 50 men will be employed in the harvest and that a large amount of new money will be brought into the State from sale of the product. Gathering operations will start around the first of June and continue until late in September.

Greenleaf said that preliminary surveys had shown the moss to be abundant all along the coast, especially in the Casco Bay and Mussel Ridge channel areas and that the loss of a foreign supply due to war assured a large steady market. Under favorable conditions a good man should be able to make from $30 to $50 a week and Greenleaf's office has available a list of dealers who are in the market for the product.

The moss is found on ledges and rocky bottom just below the low tide mark and the only equipment needed to get it is a dory and a specially built long handle rake. After being gathered it is carefully dried and washed and then sent to market in large sacks. It is used for a variety of purposes.



Capt. Isaac Norton's "Catherine and Mary" of Edgartown, Mass. Designed by Eldredge-McInnis, Inc., Boston and recently launched by Casey Boat Building Co., Fairhaven. She is 71 ft. long and is powered with a 6 cylinder, 165 hp. Gray Marine Diesel with 4.4 to 1 reduction gear. Equipped with Hathaway winch, Fisher direction finder, Edson bilge pump, Shipmate range, Hyde propeller, Hathaway shaft, stern bearing and stuffing box, and Fathometer.

Hold Hearing on Lobster Gauge Change

Approximately 60 Maine lobstermen attended a legislative hearing March 6 on a proposed increase in the lower limitation of the State's double gauge lobster law.

The proposals embodied gradual expansion of the 3 1/16 inch lower limit to 3¼ inches. The upper limit for lobster lengths is now five inches.

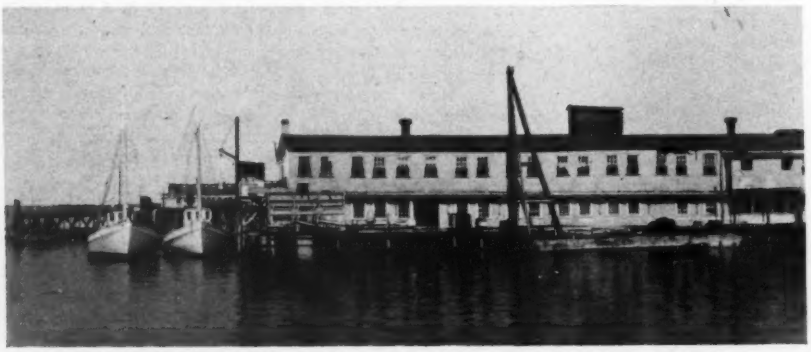
Commissioner Greenleaf said the change would be made only "if and when" other States increased their measurements.

Portland Dragger Lands Good Trip

The Portland dragger *Alice M. Doughty II* sold 50,000 pounds of fish at Portland, March 8, including 45,000 pounds of redfish and 5,000 pounds of mixed groundfish.

New Superior for Portland Boat

The Portland Fish Company's gill netter *Maurice G. Davis* is tied up at Central Wharf for installation of a new 90 hp. 4 cylinder Superior Diesel engine.



One of the Seaboard Packing Co. plants in Portland, Me. Picture shows at left the "Continental", Capt. Edgar C. McNeill, and "Helen McColl", Capt. Otis Cline. These sardine carriers are of 900 bushel and 1,000 bushel capacity respectively and both have 100 hp. Fairbanks-Morse engines and Western Electric radiomarine telephone equipment.

With Vineyard Fishermen

By J. C. Allen

SPRING should begin to make its appearance in these latitudes before very long if the Old Farmer's Almanac can be depended upon. However, all other signs, portents and prophecies having failed, it is quite possible that this oracle will also miss a shot in its predictions.

Not that this is wishful thinking from the viewpoint of anyone who has come near perishing in bitter weather because the temperature has not run too low for February. But there has been a degree of penetration to the wind that would work through half a dozen mackinaws and shirts and shrivel the hide on the top of a snare drum!

One breeze, too, that kept about everything in port for the best part of a week. Even the sea-scallopers, who fear nothing here or in the hereafter, were obliged to run out their lines and rig their fenders for practically the entire period.

Still Nothing but Yellowtails

About the fisheries there is this to say, that the bottom appears to be paved with sole! No such amount of fish was ever hailed in these bearings so far as can be learned by research and delving into the memories of the oldest hands. But, as in the month before, they all run to one variety. The Bible says that man cannot live by bread alone. By the same token he can't live by yellowtails alone and that goes for the sea-skimmer as well as the ultimate consumer. Ask any one of either group, and he will agree.

An idea of what our local fleet has been doing may be obtained from this single statement. Off Nomans, maybe ten or fifteen miles, there have been better than fifty sail of draggers. These vessels, wind and weather permitting, and it usually has, averaged half a ton of fish an hour to a vessel. The length of a trip has depended chiefly on the dexterity of the men in culling and stowing, and handling the gear. There was no prospecting, no empty drags, and no other matters to delay the game. But every cussed fish was a yellowtail flounder, and good as they are, both as stock and on the platter, there is a sameness in handling tons of these fish that becomes wearisome.

The market dropped clean to the keelson until we got the breeze when it tilted aloft a bit, but there is no prospect of a decided change unless we get some other varieties of fish.

Off to the east'erd, in the vicinity of Nantucket, they have found some cod, but they all run to markets these days, and the gang hasn't pushed them very hard as yet. Maybe the army will use up the blasted yellowtails; it seems as if it might take quite a jag of fillets to feed 'em.

"C. P. Dickson" Lost

We lost one boat during the month under circumstances that were tough to say the least—the *C. P. Dickson*, Cap'n Brad Cleveland, who is a Vineyarder, but who lives in Marion. Brad and Johnny Olson of Vineyard Haven bought the fifty-footer in Maine and fitted her out here. They sailed on their first trip to the grounds and arrived on the bearings at about four in the afternoon. Before they could drop the trawl, however, the engine-room filled, and there was little that could be done to save her. Loose junk in the hold and engine room drifted around and plugged the pumps, and things all looked tough. The fleet was all around and Brad ran alongside of the nearest vessel. "What's on your mind?" asked the skipper. "You're going to have some passengers, whether you want 'em or not!" says Brad.

Brad and his mate were landed on the following day by Capt'n Frank Parsons of the *Elva* of Gloucester.

Plenty of Activity for Future

Other acivities hereabouts include the darndest bunch of preparations that we have seen for years. If everything works out as it lays, meaning if nobody dies before they finish their jobs, we predict more trap twine and more lobster pots in the water than for many a year. And there will certainly be more offshore gear, too, with the vessel fleet increasing as it is.

Long Island Items

By C. A. Horton

THE Suffolk County Lobster Industry accounts for a large part—30 to 50 percent of the total yield in New York state, according to the fourth report of the progress on the study of certain marine fishery problems in Suffolk County by William C. Neville and staff of Department scientists. The report shows that the productive waters are off Montauk, Plum Gut, Fishers Island, and in the middle of Long Island Sound off Port Jefferson, with the Montauk area producing the highest total catch.

Flounders

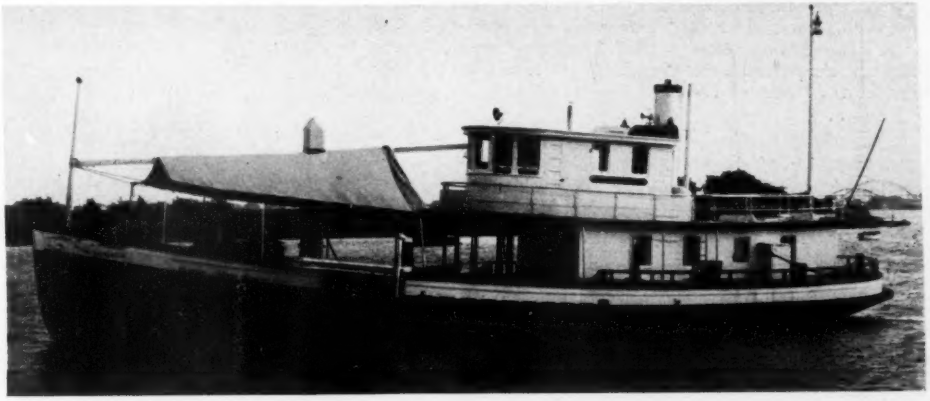
The study of Winter flounders in Suffolk County waters is being conducted by Dr. Alfred Perlmutter of the Fish and Wildlife Service, along the Atlantic Coast. A report reveals that an increase to 10 inches for the legal size limit on Winter flounders was recommended for all Long Island waters, except Western Long Island Sound and the Shinnecock-Moriches area. However, retention of the present six-inch legal limit in these areas was recommended pending the results of further study.

Bill Would Change Conservation Law

A bill to legalize the recodification of Part IX of the Conservation Law will be introduced soon. This whole section of the law has been condensed and rewritten. When this bill is introduced there will be found the following changes in the present law: Beam trawling will be prohibited in front of Jones Inlet. Haul seines will not be allowed within half mile of either side of Mecox, Shinnecock and Moriches Inlets on Saturdays, Sundays and legal holidays.

Trap Fishermen

The trap fishermen after a Winter of much work in their shops, are about ready for the fishing grounds. East Marion which for many years has been a leading community as to trap fishing, has ten firms engaged in the business.



The oyster boat "M. P. McDonagh", owned by the Greenport Oyster Co., Greenport, N. Y., is powered with a 4-cylinder, 9½ x 14, Wolverine Diesel engine. This boat is 73.8 x 20.6 x 6.6.

Boston

Trawler Catches Of Lemon Sole Analyzed

BY analyzing the records of catches made by two selected groups of large otter trawlers, scientists of the Fish and Wildlife Service, stationed at Cambridge, have been able to determine the abundance and seasonal occurrence of lemon sole on Georges Bank from 1932 to 1939.

Using the catches made in water from 31 to 60 fathoms in depth, which represents the bulk of the fishing, it was found that the vessels catch only about 75 pounds of lemon sole per day's fishing from January to March. The catches are lowest (below 40 pounds) in April and then rise steadily to over 250 pounds per day in December. The annual abundance was 96 in 1932 and 148 in 1933; the succeeding years showed a fairly steady decline to 82 in 1938, but the 1939 abundance rose to 98.

Smallest Seining Fleet in 75 Years

Only 35 vessels conducted the purse-seine fishery for mackerel during the 1940 season—probably the smallest seining fleet since the purse-seine was first introduced between 1860 and 1870.

According to records maintained by the Fish and Wildlife Service, the 1940 fleet was about one third its size 10 years ago. The trend of decrease has been fairly steady, probably reflecting the fishermen's unwillingness to take chances with an apparent fall in consumer demand for mackerel, and the growing importance of species caught with groundfishing gear.

Despite the relatively small size of the seining fleet, its catch of mackerel was close to 30 million pounds.

Preliminary summaries of length-frequency measurements taken during the season indicate that mackerel from the 1939 spawning made up but a small portion of the catch. The greatest contribution to the fishery was made by the 1937-1938 group. Mackerel older than four years were present in the catch, but not so numerous as the 2-3 years old group. It appears that the general availability index for 1940 will be higher than for the season of 1939.

Proposes Codification of Fisheries Laws

E. H. Cooley of the Mass. Fisheries Assoc., which he said represented $8,000,000 of the $12,000,000 fishing industry investment in the State, appeared at a hearing before the legislative committee on conservation on February 19. He stated that he agreed in principle with the provisions of a codification of the marine fisheries laws, but differed on certain points in the new bill.

He insisted that the industry should have a voice in the fixing of standards and brands, while Senator Newland H. Holmes of the Committee held that the legislature would not take kindly to delegating such powers to any but an agency of the Commonwealth.

Cooley also objected to the clause in the bill requiring that owners of fishing vessels and fish piers report their annual catch.

A third objection was the requirement of a $10 fee for commercial distributors of fish.

New Fisheries Patrol Boat Urged

A hearing of the Ways and Means Committee was held last month to hear a report on a bill which would provide $3,000 for a modern boat for the Department of Conservation, which enforces the marine fisheries laws.

Powered with Cummins Diesel

A model HMR602 Cummins 6 cylinder Diesel rated at 150 hp. at 1800 rpm. with a 2:1 reduction gear has been installed in the tug boat *Alice* owned by Packard Dredging Co. of Boston. This company recently acquired the tugs *Larchmont* and *Harmony*, both powered with 6 cylinder 150 hp. Cummins Diesels.

The "Sea King", owned by Harry Mogck, Cape May, N. J. She is 110 feet long and powered with a 6 cylinder, 9" x 12" 180 hp., 400 rpm. Superior Marine Diesel with sailing clutch.

Boston Pier Landings for February

(Hailing fares. Figure after name indicates number of trips)

Adventure (3)	246,000	*Little Joe* (2)	85,000
Adventure II (2)	132,000	*Maris Stella* (6)	406,300
Alicia (1)	58,000	*Marjorie Parker* (2)	56,000
Alice J. Hathaway (1)	74,000	*Mary Grace* (1)	32,000
American (3)	187,000	*Mary & Julia* (1)	42,000
Antonia (4)	92,000	*Mayflower* (1)	30,000
Arlington (3)	406,000	*Neptune* (2)	278,000
Atlantic (3)	422,000	*Newton* (3)	476,000
Bettina (1)	36,000	*North Star* (3)	323,000
Billow (2)	278,000	*Ocean* (3)	441,000
Boston (3)	329,000	*Olympia* (3)	158,600
Breaker (2)	280,000	*Palestine* (1)	35,000
Breeze (3)	382,000	*Plymouth* (3)	393,000
Brookline (3)	495,000	*Pollyana* (2)	114,000
Cambridge (3)	234,000	*Quincy* (2)	206,000
Cape Ann (1)	50,000	*R. Eugene Ashley* (1)	40,000
Carlo and Vince (1)	56,000	*Rainbow* (3)	158,000
Catherine Saunders (1)	31,000	*Raymonde* (1)	119,000
Clarence B. Mitchell (2)	53,200	*Ripple* (3)	304,000
Comber (3)	345,000	*Rita B.* (3)	192,000
Cormorant (3)	475,000	*Rose and Lucy* (1)	48,000
Crest (3)	459,000	*Rose Marie* (2)	116,900
Dartmouth (2)	160,000	*Ruth & Margaret* (1)	93,000
Dawn (1)	35,000	*St. George* (3)	374,000
Dorchester (3)	452,000	*St. Joseph* (5)	286,400
Edith L. Boudreau (2)	131,000	*Sea* (3)	384,000
Fabia (4)	647,000	*Sea Ranger* (2)	75,000
Famiglia (2)	70,000	*Sebastina C.* (2)	111.000
Fannie F. Hickey (4)	101,000	*Shamrock* (2)	116,000
Flow (2)	265,000	*Spray* (3)	371,000
Foam (2)	240,000	*Squall* (3)	373,500
Frances C. Denehy (3)	147,000	*Stanley B. Butler* (2)	81,000
Gale (3)	411,500	*Storm* (3)	417,000
Geraldine & Phyllis (3)	188,000	*Surf* (2)	385,000
Gertrude Parker (3)	192,000	*Swell* (3)	432,000
Gertrude L. Thebaud (1)	94,000	*Thomas Whalen* (3)	448,000
Gossoon (3)	180,000	*Tide* (3)	539,000
Grand Marshall (1)	69,000	*Triton* (3)	366,000
Hekla (2)	311,000	*Vandal* (1)	60,000
Helen M. (2)	50,000	*Venture II* (3)	170,000
Josephine & Mary (1)	34,000	*Wave* (3)	502,000
Josephine P. (1)	34,100	*Wm. J. O'Brien* (3)	403,000
Killarney (2)	113,000	*Wm. L. Putnam* (3)	205,000
Lark (7)	714,000	*Winchester* (2)	246,500
Laura Goulart (2)	117,000	*Winthrop* (3)	380,500

On the Ways

During the month of February the following fishing vessels were on the ways at the Atlantic Works of the Bethlehem Steel Corp., Shipbuilding Division: *Winthrop*, *Dorchester*, *Helen M.* and *Maristella.*

Gloucester

Elects Capt. Cameron President of Master Mariners

CAPT. Reuben Cameron, retired fishing skipper, was re-elected president of the Gloucester Master Mariners' Association for his second term at the annual meeting held March 3. Other officers re-elected were: Vice-President, Capt. John F. Barrett; Treasurer, Capt. Alex J. Chisholm; Secretary, Capt. Albert L. Larkin; Directors, Captains Elroy Prior, Lemuel R. Firth, Hugh Quinlan, John A. Dahlmer, Harry R. Clattenberg, Donold A. MacCuish, Edward A. Proctor; Finance Committee, Captains Cameron, Barrett and Firth.

"Eleanor" First Seiner to Leave

The seiner *Eleanor*, Capt. Frank Foote, expects to be the first seiner to start mackerel fishing this year. She expects to sail on March 15. The *Eleanor* only quit the past season early last month, which made her the longest active seiner of the year.

Lobstermen Protest Proposed Bill

Lobstermen of Cape Ann are aroused by a bill before the State Senate to increase the length of a so-called "short" lobster by two-sixteenths of an inch, which would automatically place thousands more lobsters in the forbidden class. Many lobstermen are in favor of having the authorities place protection on the large lobsters which are breeders, rather than on the small lobsters, it is reported.

Those in favor of the bill claim that they have in mind several sweeping changes in the marine fisheries laws which would act to the advantage of the lobstermen.

Representative William G. Reed of Rockport has in his possession a petition signed by practically every lobsterman in Rockport protesting the bill, which was presented by State Senator Newland H. Holmes of the Norfolk and Plymouth district.

Three Portland Fishermen Rescued

Standing up to their hips in water aboard the foundering dragger *Inverness*, three Portland fishermen were rescued by the Gloucester dragger *Donald Amirault*, Capt. Bradford Amirault, on February 20. The *Inverness* was left barely afloat 20 miles southeast of Seguin Island after an unsuccessful attempt by the *Amirault* to tow her to port. She had punched a hole in her bow when she rammed driftwood. She was skippered by Capt. Olie Christiansen.

Dragger Returns After Battling Fire

The 85-ft. dragger *Gov. Al Smith*, Capt. Custadio Cecilo, was reported last month as having caught fire off Matinicus, Me. The skipper and his crew of 10 are understood to have battled the flames and saved the craft from destruction.

The news was heard by the skipper's wife, who lives in Gloucester. She was listening on the short wave of her radio when she heard her husband's voice talking to the skipper of another schooner, believed to be the dory haddocker *Lark* of Boston, Capt. Ernest Parsons.

Capt. James A. Nickerson

Capt. James A. Nickerson, 60 years, part owner and skipper of the auxiliary dragger *Restless* since 1918, dropped dead from a heart attack while talking to his companions on the Atlantic Supply Co. wharf on February 20.

Capt. Nickerson had gone to his craft to sail fishing. He was talking on the wharf with Watson Cluett and Theodore Wolfe.

Prior to his taking command of the *Restless*, Captain Nickerson fished out of Gloucester in the *Little Fannie* and the *Niagara*. The *Restless*, his longest command, was built 54 years ago.

To Enforce Ship Radio Regulations

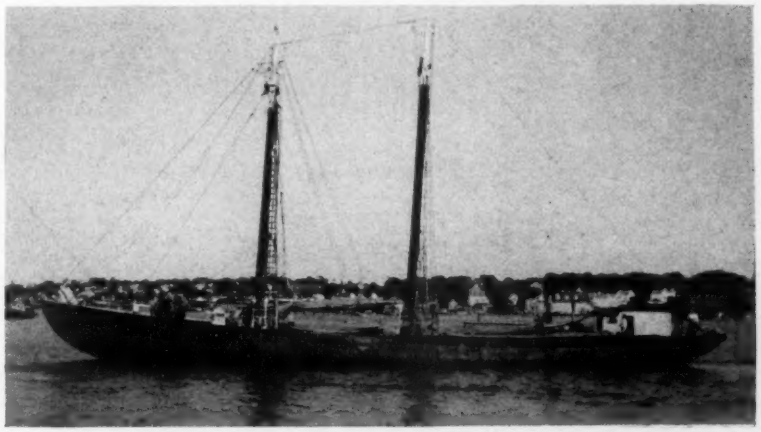
THE Federal Communication Commission, by circulars sent out in June 1940, cautioned all U. S. ship radio operators and ship station licensees concerning the transmission of superfluous, unnecessary or unidentified communications from ship stations to other ship stations or to shore stations. Regardless of this admonition certain individuals continue to disregard the provisions of the Communications Act, which specifically forbid such transmissions.

The Commission has also observed that various small fishing vessels, on leaving the fishing grounds, which are often a considerable distance at sea, collect by radio, messages of a personal nature for distribution on shore, from the vessels remaining on the fishing grounds. Conversely, messages of a similar nature are in many instances collected on shore and upon arrival of the vessel at the fishing grounds, are transmitted by radio apparently without charge to the persons concerned aboard the various ships which remained at sea. This procedure has resulted in additional congestion being caused on the frequencies utilized for ship service.

Section 8.35(a) (Scope of Ship Service, which became effective March 1, 1941) of the Rules Governing Ship Service, which is quoted in part for the future guidance of all concerned, does not permit the method employed in the collection and dissemination of the communications in question:

> "Section 8.35 (a) In addition to signals, communications and messages relating to the safety of life and property at sea and the safety of navigation, a ship station shall, within the scope of its normal operations, without discrimination and upon reasonable demand, transmit any messages which originate with passengers or members of the crew on board that relate solely to the personal or business affairs of those on board or to the business of the particular ship as a medium of transportation or as a carrier of passengers or goods."

All classes of ship radio operators and ship station licensees, which includes radiotelephone as well as radiotelegraph, are advised that rigid monitoring procedure has been adopted and any violators observed in this respect may expect the Commission to impose the forfeitures and penalties provided by law.



Dory schooner "Gertrude De Costa" at Gloucester, Capt. John Shea, owned by O'Hara Bros. Co., Boston. Powered with a type F6-170 hp. Cooper-Bessemer Diesel engine. She is 102' 6" long with 23' beam and 10' 6" draft, has a speed of 9 knots, carries a crew of 23, and is equipped with a Shipmate range.

The owner of the "Rose", Capt. Chas. R. Joslin.

Skipper of the "Rose", Capt. Arthur Montieth.

The "Rose" of Narragansett, R. I., recently launched, is 49' x 16' 3" x 7', with 80,000 lbs. fish capacity, and makes 12 miles per hour. She is powered with a 4 cylinder 110 hp. Gray Diesel, with 2:1 reduction gear, and 30-22 Hyde wheel.

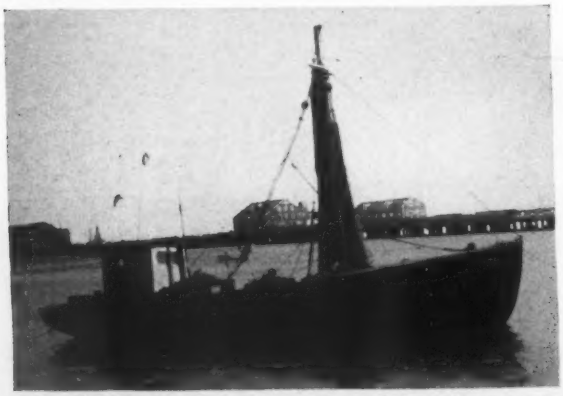
Advisory Committee Manual

AT the request of Douglas C. MacKeachie, Assistant Director of the Division of Purchases for Army and Navy Camps, a committee representing the fish industry met in Washington March 7th and revised the specifications for bids on fresh and frozen fish, which have been submitted.

Inasmuch as specifications must be brief, the committee decided that an educational manual should be prepared by the industry to be sent to mess sergeants, and be available for dealers desiring to supply camps with supplies. This manual should describe the various kinds of fish available for camps, the seasons when most plentiful and when reasonable in price, standard packaging, and any other information that would assist in calling for bids.

To make this manual authentic and really worth-while, all parts of the fish industry should furnish information relative to their own particular localities, varieties of fish, how prepared for the trade—whole fish, filleted, dressed or sliced, etc., in fact any information that a mess sergeant should have to intelligently ask for bid. There will be camps of all sizes, and while some camps may have 50,000 or 60,000 men, it will be required that fish be packed in suitable size packages so that delivery can be made direct to the mess sergeant of each company. It is estimated that the companies will use from 50 to 100 lbs. of fish each, and in some cases bids will be asked accordingly.

All available information should be submitted, as soon as possible, to Clarence R. Lucas, Secretary, Fishery Advisory Committee, Department of the Interior, Washington, D. C.



The Provincetown dragger "Frances and Marion", owned by Capt. Frank Henrique and skippered by Capt. Stephen Roderick, is powered with a 4-cylinder, 6½ x 8½, 60 hp., 600 rpm. Atlas Imperial Diesel engine.

Consider Bill for Hiring-Halls

HEARINGS were held in Washington, February 26 to 29, on the Dirksen Bill, HR 2662. This bill proposes to establish hiring-halls under the control of a shipping commissioner for the engaging of seamen for certain vessels, to control subversive activities among seamen, to impose additional citizenship requirements for manning vessels of the United States, to establish more stable labor relations in the merchant marine, and to protect the status of the American merchant marine as an integral part of the National Defense.

In effect, this bill would require the Secretary of Commerce to establish at each port a Merchant Seamen Employment Center—a hiring-hall from which Captains could secure their crews. It would include the establishment of a system of discharge books. Sec. 202 of the bill, dealing with citizenship of crew, is the same as HR 558, with slight amplifications.

National Organization Meeting

THE organization meeting to form a National Fishery Association, with all existing trade associations asked to participate, has been set for March 21, 10 A.M., at the United States Chamber of Commerce, Washington, D. C.

All individuals connected with the industry are requested to be present, by the Fishery Advisory Committee which has sponsored the meeting. After the meeting is called to order on March 21, all activities and control are to be turned over to the representatives present.

Provincetown Has New Filleting Plant

CAPE COD'S first fish filleting plant, operated by the Provincetown Fillet Corp., opened recently on Town Wharf, Provincetown. Provincetown fishermen welcome this new home industry, which enables them to bring their catches here for filleting, instead of taking them to Boston or New Bedford. At the present time yellow tails are being filleted; later in the season haddock will be handled.

Forty men are now employed to fillet and skin the fish. The fillets are washed in a light brine and then packed in tin containers for shipment to Eastern and Mid-Western markets.

The incorporators of the concern are Manuel Gonsalves, J. Darrow Adams and Charles McGowan.

Telephone Installations

The Cape Cod Marine Radio Co. recently installed Harvey-Wells 10 watt marine radio telephones on the *Liberty*, Capt. Henry Passion; *Stella*, Capt. Ferdinand Salvador; *Silver King*, Capt. Francis Captiva; *Seraphina*, Capt. Arthur Duarte; *Viola D.*, Capt. Manuel Dutra; and *Victory*, Capt. Manuel Macara.

Wisconsin Buys Fishing Tug For Conservation Work

A FISHING tug, to be used by the State of Wisconsin in enforcing commercial fishing regulations, and, in addition, to be used by the biology division for numerous technical investigations dealing with problems pertinent to commercial fishing and its operations, has recently been purchased by the State Conservation Department.

This fishing tug, named the *Barney Devine* in memory of the late chief conservation warden of Wisconsin, has been purchased as the first vessel for this purpose for State use. It has a steel hull, is 50 feet long and has a 14′ 6″ beam, with a draft of about 5 feet. The vessel is powered by a 3 cylinder, 75-90 hp. Kahlenberg semi-Diesel engine and is equipped with an air lifter to lift gill nets. At present the boat is docked in the vicinity of Manitowoc, on Lake Michigan, and will be put into service for the State shortly.

Bill to Prevent Pollution

Likelihood of the introduction of a bill in the 1941 State legislature to compel industries, particularly paper mills, to discontinue dumping waste in Wisconsin rivers after Jan. 1, 1943, is seen as the result of a conference between George Lince, head of the Green Bay Fishermen's Protective Association, Assemblyman Harold A. Lytie and officials of the State Board of Health.

The fishermen blame industrial pollution, particularly by sulphite waste, for depletion of the oxygen supply in the water, with the result that fish life has been greatly diminished.

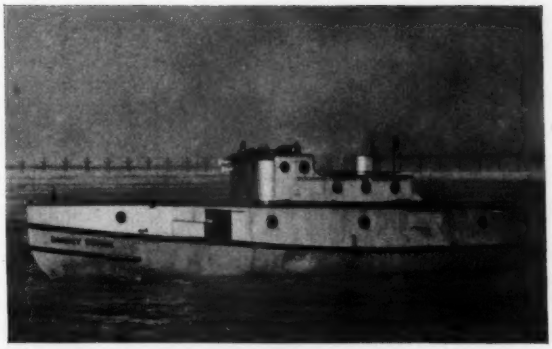
Capt. Henry Lafond

An old-timer in commercial fishing on Lake Michigan passed away on February 10th, at Two Rivers, Wis. This was Capt. Henry I. LaFond, who was 66 when he died. He had been active in commercial fishing for half a century, and was the father of Everett LaFond, who is secretary of the Wisconsin Commercial Fishermen's Association.

The captain started commercial fishing in the days of sailing vessels on Lake Michigan, being a descendant of a long line of fishermen, the first of whom came to Two Rivers in the year 1836. During his long life as a commercial fisherman, the captain owned and operated ten fishing boats, having built the *Faithful*, which is one of the largest commercial fishing craft powered by a Diesel engine on the Great Lakes.

New Frosted Food Company

Great Lakes Frosted Food Corp., Lansing, Mich., has recently been incorporated by L. C. Pemberton and L. R. Gault. A freezing plant with a capacity of 2,000,000 pounds per year has been completed at St. Ignace. Lake fish will be frozen and distributed under a Great Lakes brand.



The "Barney Devine", Wisconsin's new fishing tug for patroling West shore of Lake Michigan.

New Bedford Scallopers

By M. E. Harney

THE 45-ton New Bedford scalloper *Gay Head*, owned by Capt. D. F. Mullins, and skippered by Capt. Louis Doucette, Jr., sprang a leak and had to be escorted in by the Coast Guard. Capt. Eli Potheir of the *3&1&1* stayed close by and telephoned for the Coast Guard assistance. The cutter *Duane* picked up the vessel off the Nantucket Lightship and towed her to Peirce & Kilburn's for repairs. She had just begun to fish when the mishap occurred, and had only 51 gallons.

"Four Sisters" Towed In

Within twenty-four hours the Coast Guard had to tow in the second scalloper, the *Four Sisters*, owned by Abraham Reservitz. She was reported disabled 80 miles southeast of Highland Ligh. The *Harriet Lane* brought her in.

Scallopers and Draggers Share Big

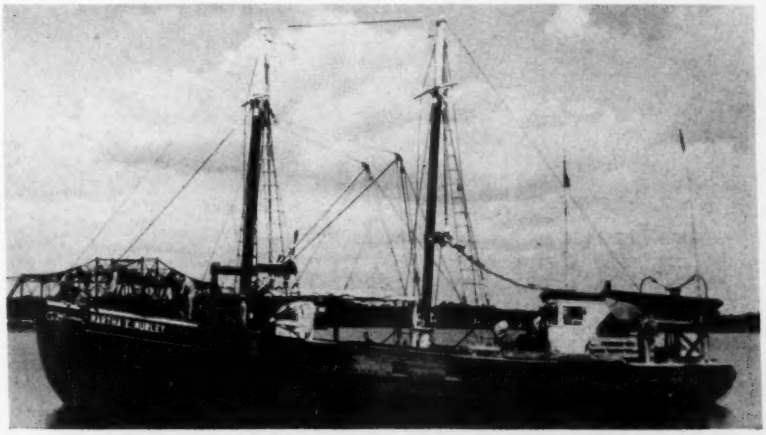
Scallopers and draggers alike shared big profits the first of the month, prices for scallops being $2.15, and yellowtails as high as $4.75. The biggest scallop trip this year was made March 3rd by the *Huntington Sanford*, Capt. J. W. Murphy.

New Auxiliary for "Catherine Saunders"

The *Catherine Saunders*, owned by Capt. Herman J. Saunders of New Bedford, was recently equipped with a 6 hp. Lister auxiliary Diesel for lighting and pumping service.

Niantic, Conn. Boat Gets Cummins Diesel

The 47′ *Pilot* owned by Hilliard Hiller, Niantic, Conn., is being equipped with a HMR6 Cummins 6 cylinder Diesel, rated 125 hp. at 1500 rpm. with a 2:1 Twin Disc reduction gear.



The "Martha E. Murley" of New Bedford, owned by Capt. John G. Murley and powered with an FP4-120 hp. Cooper-Bessemer Diesel engine.

Fishery Council Activities

MANY progressive dealers are selling more fish through the Fishery Council Fish and Shellfish Cook Book. They put their advertisement on the back cover, which is vacant for that purpose, and distribute the book to customers. Some dealers use it as a premium; that is, a free cook book to every consumer who buys a certain amount of fish.

The books are available in quantity lots from the Fishery Council, 204 Water St., New York City. Because the Council is a non-profit organization, interested only in promoting greater public demand for fish, the books are offered at cost. Other sales aids as streamers, posters and reprints are also available.

Council Growing

The Council is now allowing dealers all over the country to become members and to receive the publicity and sales promotional material automatically each week. The fish publicity can be sent directly to the local newspapers in the town where the dealer has his trade. Reasonable requests for the promotional material, old and new, are never refused. Dealers in Washington, San Francisco and Kansas City have joined and the Council family is growing gradually.

Girl Scouts to Hold Contest

Last year 4,000 Boy Scouts competed in the Council's fish cooking contest. This year the Girl Scouts will compete.

The contest last year caused 4,000 families to be fish conscious and as a result fish was eaten twice a week at the Scout camps. Besides, the finals at the Waldorf-Astoria got one of the best newspaper plays of the year.

Atlantic Coast Fisheries Joins

Through Stanley Osborne, who made a whirlwind visit to the Council, Atlantic Coast is now a Council member.

Press and Radio Offer Cook Book

The New York Times, Evening Post and *Bronx Home News* offered the Council's cook book, and requests are piling in.

On WEAF, Isabel Manning Hewson did the same, with the same result. That little book is getting women to buy more fish.

Broadcast "Eat Fish" Programs

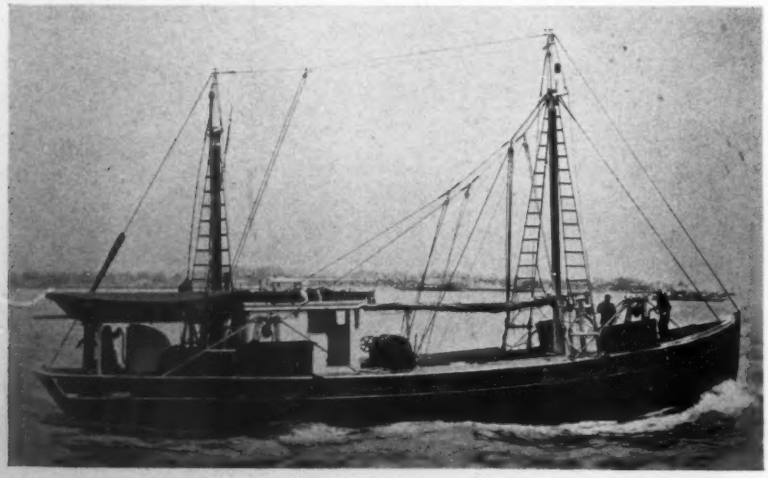
Through arrangements of the Fishery Council with New York State Department of Agriculture and Markets, "eat fish" programs will be heard over 26 stations during Lent. Council's fish cook book will be offered free to listeners. A plug advocating eating fish other times than Lent will be given.

Smith College Girls Hear Fish Talk

Talks to large groups of women on why they should eat more fish is a new Council activity. The Smith College girls were addressed by Kessler of the Council. He has a date to speak to 1,000 mothers.

Fulton Market Wholesale Prices

Specie	Feb. 1-8	Feb. 10-15	Feb. 17-21	Feb. 24-28
Bluefish	.15-.27½	.29-.30	.20-.35	.27½-.35
Bonito	.03-.03	.. ..	.. ..	.. ..
Butterfish	.04-.09	.03½-.06	.04-.06	.05-.08
Codfish, steak	.05½-.12	.05½-.11	.06-.12½	.06½-.15
Codfish, mkt.	.04½-.07	.05-.07	.05-.07	.06-.10
Croakers	.05-.08	.05-.08	.07-.08	.07-.08
Dabs	.. ..	.. ..	.. ..	.. ..
Eels	.. ..	.09-.12½	.. ..	.. ..
Flounders	.06-.18	.01-.10½	.01¼-.11	.01¼-.18
Fluke	.08-.10	.04-.11	.04-.14½	.06½-.15
Haddock	.02½-.08	.04-.08	.04-.07	.04½-.11
Hake	.05-.06	.. ..	.05-.05	.07-.07
Halibut	.16-.18	.17-.18	.16-.18	.16-.18
Jewfish	.15-.16	.15-.17	.. ..	.15-.17
King Whiting (Kingfish)	.06-.06	.. ..	.. ..	.. ..
Kingfish (King Mackerel)	.10-.11	.11-.12½	.15-.17½	.15-.16½
Mackerel	.04½-.07	.11-.12	.04-.06½	.04-.15
Mullet	.08-.08	.. ..	.09-.10	.08-.09
Pollock	.03½-.07	.04½-.09	.03-.07½	.04-.08
Pompano	.35-.48	.40-.45	.. ..	.. ..
Salmon, Pac.	.12-.14	.. ..	.12-.13	.11-.13
Scup	.03½-.07	.03½-.07	.03½-.06	.03½-.06
Sea Bass	.04-.16	.05-.17	.05-.16	.06-.15
Sea Trout, gray	.. ..	.14-.18	.. ..	.10-.14
Sea Trout, spotd.	.08-.23	.20-.24	.21-.25	.18-.27½
Shad	.08-.40	.17-.40	.08-.38	.16-.32
Red Snapper	.18-.23	.18-.18	.16-.20	.20-.21
Sole, gray	.05-.08	.06-.08	.05-.15	.05-.13
Sole, lemon	.12-.15	.12½-.12½	.10-.20	.19-.19
Spanish Mackerel	.08-.12	.10-.12½	.15-.17½	.14-.18
Striped Bass	.30-.32	.32-.32	.23-.35	.30-.30
Swordfish	.. ..	.. ..	.23-.24	.23-.25
Tilefish	.. ..	.08-.08	.. ..	.. ..
White Perch	.03-.04	.. ..	.04-.04	.. ..
Whiting	.02½-.06	.01½-.04	.02-.08	.04-.08
Yellowtails	.02-.06	.02-.07½	.03-.10	.03½-.13
Clams, hard	1.25-8.00	1.50-4.50	1.75-7.00	1.75-12.00
Clams, soft	1.25-2.50	1.00-2.25	.50-2.00	.50-2.00
Conchs	1.75-5.00	2.00-2.00	1.75-2.00	2.00-5.00
Crabs, hard	1.50-2.00	1.75-2.00	1.75-1.75	2.00-2.25
Crab meat	.30-.70	.20-.90	.60-.90	.65-.90
Lobsters	.27-.48	.30-.50	.30-.50	.33-.52
Mussels	.50-.75	.50-.75	.50-.75	.50-.75
Scallops, bay	3.00-7.00	2.25-6.50	2.00-7.50	3.25-3.25
Scallops, sea	2.00-2.00	2.00-2.00	1.90-2.00	2.65-2.85
Shrimp	.11-.20	.13-.24	.09-.20	.08-.23
Squid	.04-.08	.03-.06	.02-.08	.08-.08
Frog legs	.55-.60	.55-.60	.70-.75	.50-.60



The "Norseman", owned by Capt. C. Endresen, Brooklyn, N. Y. and powered with a 6 cylinder, 9" x 12", 180 hp., 400 rpm. Superior Marine Diesel with sailing clutch.

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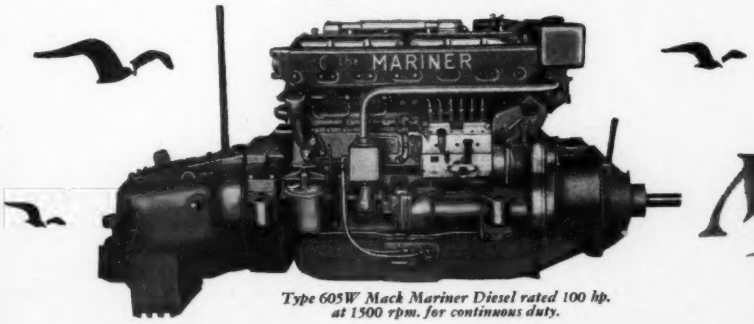

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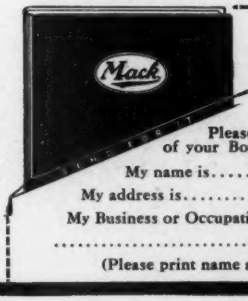

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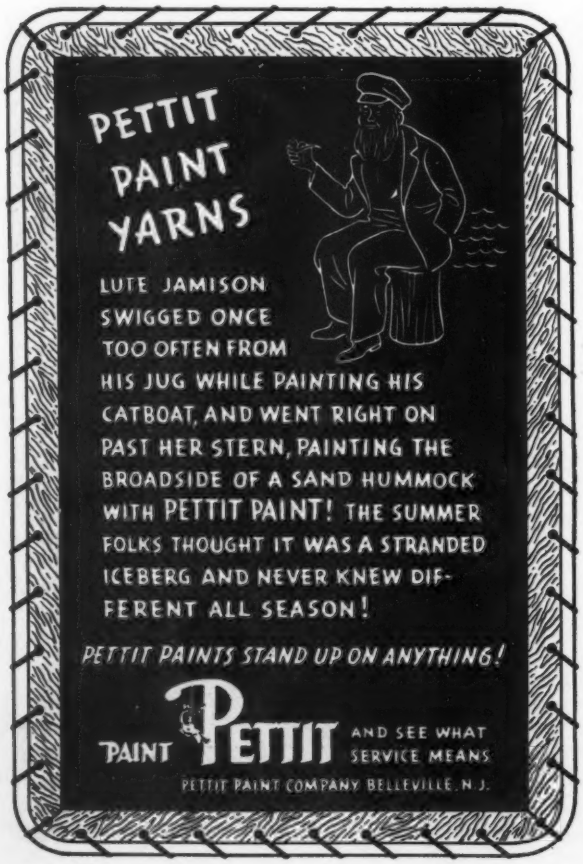

PETTIT PAINT YARNS
LUTE JAMISON SWIGGED ONCE TOO OFTEN FROM HIS JUG WHILE PAINTING HIS CATBOAT, AND WENT RIGHT ON PAST HER STERN, PAINTING THE BROADSIDE OF A SAND HUMMOCK WITH PETTIT PAINT! THE SUMMER FOLKS THOUGHT IT WAS A STRANDED ICEBERG AND NEVER KNEW DIFFERENT ALL SEASON!
PETTIT PAINTS STAND UP ON ANYTHING!
PAINT PETTIT AND SEE WHAT SERVICE MEANS
PETTIT PAINT COMPANY BELLEVILLE, N.J.

Chemical Treatment

(Continued from page 8)

The success of this first scientific conversion was so pronounced the owners decided upon changing the other craft immediately. This was also accomplished in twenty-four hours. But unlike the first vessel, the last craft serviced had been running with the sand deposit badly loaded until there was need for repacking the liners. Therefore these liners were pulled. Two of the sixteen liners came hard, but at no time was there experienced danger from excessive strain placed on the "puller". All sand deposits were changed from a flintlike appearance to soft mush and the liner showed the original tool markings. It may be noted that there were lines drawn across these tool marks. These marks were made with the lead in an ordinary pocket pencil in order to show how soft the residue will become from the chemical process, substantiating the contention that it is not always necessary to disassemble, for the residue will dissolve still further and wash away with the ordinary pressure of operating circulation.

After the second craft's engines were reassembled and placed into commission, tests of the fresh water were made in order to determine the efficiency of the specifications that were recommended on the first vessel. The first sample was taken after the engine had been in commission about a week.

The analysis showed the following: pH—6; CaCo3—100; Ca—50 ppm.; Mg.—50 ppm.; Fe—Very strong; So3—10; Cl—300; Phosphate—Trace; Cu—10.

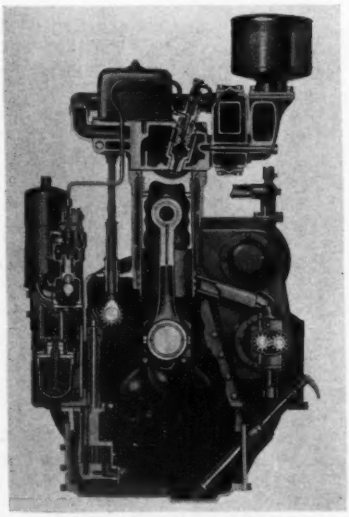
This represented a very bad sample, and showed the water should be drawn from the system and refilled. A strong indication of copper as well as iron, made it appear as if corrosion was taking place, while calcium and magnesium would make scale.

Four months after treatment according to specifications, tests showed there was no indication of corrosion or scale: pH value—11; Calcium—3; Mg.—0; Iron—Minute trace; Sulphate—10; Chloride—50; Phosphate—Negligible.

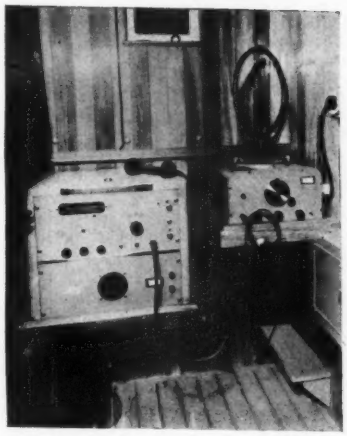
Both vessels have been in constant commission since and have not lost an hour for adjustments or alterations since recommissioning, and the lub. oil consumption on the last vessel was cut over 33 1-3%.

When owners of a particular trawler commissioned her she was a "closed system" job. The success of the vessel led them to consider changing over their other two vessels. Therefore at overhaul period, after all records of this type of work were carefully studied, the owners decided to accomplish the change on a similar scientific basis.

Here again there was a different problem to be faced. There were four engines on both vessels. Time was a factor, and the plans were made, piping laid out and the 550 H.P. main engine was placed on one circuit, while the other winch and auxiliary generating equipment placed on another. Tests in the laboratory were made and it was decided to give this job a longer period of circulation due to the age of the machinery and the different type of work it had been doing. The first vessel came through on time, but the piping had not been included in the contract and therefore furnished an excellent basis for comparison, as the engine was completely descaled, whereas the piping showed the general previous condition.



Cutaway view of model D13000 Caterpillar Marine Diesel.



40 watt Fisher radiophone and Fisher Radio Pilot direction finder on the "Dartmouth", of New Bedford, Mass. Similar equipment has been installed on the "Lady of Good Voyage" of Gloucester, Mass. and the "Richard J. Nunan" of Portland, Maine.

Compass and Charts

(Continued from page 6)

ever end is shoved into the locker, one can still pick a chart from the group at a glance.

The best of all systems of caring for charts, which is generally only available aboard large vessels, is the custom of keeping them flat and stowing them in very large but shallow drawers in either chart room or "navigator's niche". Generally the top of this chest of chart drawers forms the chart table and the whole thing works out very handy.

I find a notable lack of decent chart table accommodation aboard fishing vessels and this is to be regretted for no navigator can do the best of jobs if he has to work on a chart while on his knees on the cabin floor, or on a cabin dining table that was not built for the purpose. Even the use of a folding chart table that can only be set up when occasion demands is still much better than no provision for this necessary work. If the vessel is a little larger, a stiff table that hinges to a bulkhead and is of sufficiently large size will serve quite well. Some sort of fixed table of ample dimensions is even better and the above mentioned "navigator's niche' will serve splendidly on all but the largest vessels where a chart room will be necessary

I am surprised that the "navigator's niche", so deservingly popular in even rather small seagoing yachts, has not been employed in the design of fishermen. Almost any fishing vessel of over 50 ft. in length could accommodate one. There the charts can be properly stowed flat; a suitable chart table provided, paralled rules, dividers, binoculars, signal flags, possibly sextant and chronometer, books, etc., kept handy; and the navigator can work at his trade with a minimum of disturbance.

Even the lighting of the chart table can be properly provided for, and I believe that a light of moderate candle power, close to the table with suspension from a swinging arm fastened to bulkhead or ceiling, preferably a double arm with wing nuts on the joints to hold the light stationary when desired, is ideal. This arrangement saves the jar to the eyes of the navigator when he comes from the dark deck or bridge to his charts and when returning to the deck again,

Various slipshod methods are used for holding a chart down to the chart table, such as setting books on each corner, etc. However, I have found a good type of weight to be one that is lead cast in one of the wooden shaving soap boxes. This leaves a handy little hemispherical weight and felt may be glued to the flat side to prevent it from sliding around. Then there is a little brass spring arrangement for sale by ship chandlers which is fastened to the chart table and the chart may be slipped under the clips.

Aboard small vessels, which may be single handed, it is a good plan, when possible, to have some sort of chart table handy to the helm. The best method is used on some power yachts, which have a regular chart table below, in addition to a large, shallow box with a hinged glass top, near the wheel. Under the glass top a chart may be placed which is then handy for the helmsman to check on lights, soundings, etc., and still thoroughly protected from the weather.

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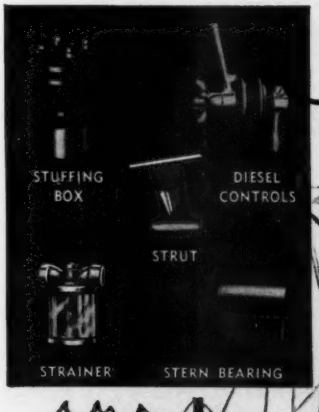

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Lunenburg

Salt Fishing Prospects Look Bright

By H. R. Arenburg

THE schooners which will engage in the salt fishing this season are now hauling into the docks and outfitting in preparation for the frozen baiting trip. There will be about the usual number of schooners sailing this season as in previous years and the prospects in the salt fishing industry look particularly bright for this year. There are not sufficient dry fish on the local markets to supply the export demand at the present time and the fish from the frozen baiting trip will not be ready for the market before the month of June and by that time the stocks in the warehouses will be practically cleaned up so that the new fish should bring a higher price than was received last year.

Lobster Fishing Completed for This Season

The bad weather during the early part of the month was a drawback to the fishermen engaged in the shore fisheries. But during the past few weeks, fishing has been resumed with very good results. The lobster fishing has been about completed for this season. Most of the lobster fishermen took their traps out of the water about the middle of January before the stormy weather set in and this year's operation in that section of the shore fisheries has been much more successful than it has been for many years. Prices were good and the weather during which the fishing was carried on was particularly good, without any severe storms, so that there was little loss of equipment.

Fresh Fish Landings

The fresh fishermen have been doing much better in recent weeks and the landings for the month of February show a decided increase. During the month of January and the early part of the present month, stormy weather, high winds and seas prevented the crews of the schooners from operating to their greatest extent. For days at a time, the weather was so bad that fishing operations were impossible. Among the landings for the month are included the following:

Sch. *C. J. Morrow*, Capt. Carman Knock, 185,000 pounds.
Sch. *Marilyn Claire*, Capt. Elbourne Demone, 140,000 pounds.
Sch. *Fairmorse*, Capt. Napean Crouse, 135,000 pounds.
Sch. *Carolyn Rose*, Capt. Angus Tanner, 131,000 pounds.
Sch. *Howard Donald*, Capt. Guy Tanner, 130,000 pounds.
Sch. *Muriel Isabel*, Capt. Walter Crouse, 80,000 pounds.
Sch. *R. B. Bennett*, Capt. Moyle Crouse, 80,000 pounds..
Sch. *Marguerite B. Tanner*, Capt. Joseph Wentzell, 60,000 pounds.
Sch. *Marshall Frank*, Capt. Frank Risser, 60,000 pounds.
Sch. *Jean and Shirley*, Capt. Newman Wharton, 40,000 pounds.
Sch. *Ethel M. Petite*, Captain Evans, 30,000 pounds.
Sch. *Mahaska*, Capt. Orlando Lace, 15,000 pounds.
Sch. *Bessemer*, Capt. Thomas Himmelman, 50,000 pounds halibut and 150 quintals salt fish.

Frank Knickle Saved

Frank Knickle, one of the fishermen who strayed away from his schooner, the *Lila B. Boutilier*, Capt. George Himmelman, and drifted on the ocean in his open dory for a period of five days before he was picked up by the American trawler *Breaker*, and who was landed at Boston and placed in a hospital there, returned to his home in Blue Rocks when he was released from the hospital where he had been treated for being badly frostbitten, with his fingers and toes frozen. Knickle's experience was one of those trying ones which are liable to face the fisherman almost any day while he is attending his trawls on the fishing banks. Missing his schooner in a blinding snowstorm, he and his dory mate were left to their own resources to endeavor to reach some rescue craft or to make their way ashore. From this experience Knickle was luckily able to return to his family, who had little expectation of ever seeing him again.

New Brunswick

Experiences Excellent Month in Sardine Business

By C. A. Dixon

FEBRUARY proved itself a good month for the sardine herring seiners who sold fairly good quantities of fish steadily to the Canadian canneries. The fish were of excellent size for oil sardines, in fact, the best fish taken in Southern New Brunswick for the last year or two it is said. There has been everything to encourage fishermen to try their hardest to fit out properly for this Winter seining business, as time goes on, for it is now an acknowledged fact that the free seining of herring which was instituted only a comparatively short time ago and has been steadily expanded the last two years, has become an established method of catching sardines. More than a dozen crews equipped with deep seines of great length are now engaged in the business with others expecting to rig out with new seining equipment for another year. This large quantity of seining gear has to be replaced quite often as Winter fishing is hard on gear. It is expensive, but the returns are so promising that ambitious fishermen do not hesitate to gamble their money on the proposition. Campobello fishermen are the pioneers in the industry, and lately those of Grand Manan, N. B., are taking a hand in the game. Quite a lot of money has been made prior to March, and it is expected that good returns will be made available for the seiners for several weeks to come. There have been extensions granted the seiners in the Spring months in the past, before weirs could be made ready to take fish, and the same thing may happen again this year, although at the time of writing it looks like an early Spring, and if so many of the weirs which have sustained very little damage this Winter can be put in fishing condition before April 15, the legal opening date for the Maine sardine packing season. Prospects for a banner year in the sardine fishing industry in 1941 were never brighter than they now are, with stocks of fish on hand sold out and lots of orders piled up for goods the moment they can be manufactured.

New Plant at Eastport

Another pleasing feature of the pick-up in the sardine business is the newspaper announcement that Eastport is to have a new sardine factory. The B. H. Wilson Fisheries of Eastport is the concern which will enter sardine canning on its list of other fish processing activities in that city. This Winter the company has ben canning sardines in Wolfeboro, N. H., it is understood, but it will move the machinery and equipment which has been used in the New Hampshire plant to Eastport and have the new factory ready for business by the 15th of April, it is expected.

Clam Industry Discussed

At a meeting of the fisheries inspectors of New Brunswick held at Saint John, N. B., recently it was stressed that full cognizance should be taken of the fact that enforcement of federal regulations restricting the season of the year when clams are to be taken and other vital factors in the development of the industry in the province which have contributed toward the improved showing that the sources of supply for the clam industry have made during the last few years. F. E. Justason, the newly appointed supervisor of fisheries of Pocologan, Charlotte County, N. B., presided.

The fisheries inspectors for Charlotte, Saint John, Albert and Westmoreland counties met with representatives of the clam industry and its several component branches, including the shipping of clams in the fresh state and the clam-canning industry.

Large Herring Netting

Fishing at Grand Manan in February, aside from sardine herring fishing, has been confined almost altogether to the netting of large herring, which have been sold to firms cutting the same for export to the United States. The fish commanded such a ready sale at good prices that many fishermen abandoned hand-line and trawl fishing, wood-cutting and in some cases purse-seining, to get into the netting game. While no very large hauls were reported, a good deal of money was made.

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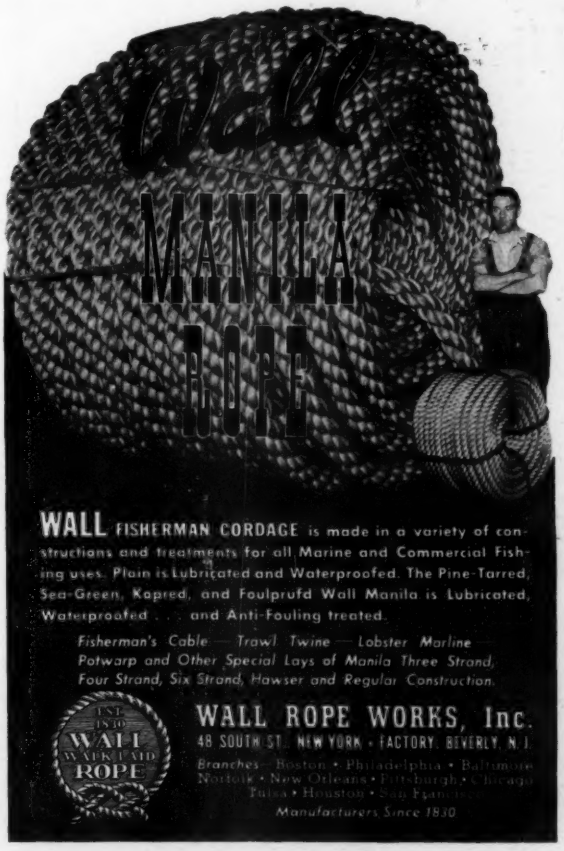

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It is not surprising, therefore, that the vessels being built now to replace those taken by the Government, will have SHIPMATES too.

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Equipped with Fathometer

THE following fishing boats have been equipped recently with Fathometer depth finders by Submarine Signal Co.: the *Gertrude L. Thebaud*, owned by Atlantic Supply Co., Gloucester, Mass.; the *Uncle Guy*, owned by Guy O. Gandolfi, Lynn, Mass.; the *Richard J. Nunan*, owned by Lawrence Scola; and the *Famiglia*, owned by Salvatore Passanisi of Boston; the *Ramona*, owned by Nils Soderberg, New Bedford, Mass.; the *Norseman*, owned by Cris Endresen, Brooklyn, N. Y.; the *Caspian*, owned by Aspen Fish & Products Co., Wildwood, N. J.; the *Resolute* and *Reliance*, owned by J. J. Lawson, and the *North Sea*, owned by A. F. Amory, of Hampton, Va.; and the *Manchonoch*, owned by W. B. Fountain, Ingleside, Norfolk, Va.

New Radio-telephone Stations

NEW Bell System radio-telephone stations for service by radio to coastal and harbor vessels were opened during the year at Wilmington, Delaware; Charleston, South Carolina; Tampa, Florida; and Galveston, Texas; and a second radio-telephone channel was added to the New York station to care for the growth in traffic. Also, construction was started on radio-telephone stations of this type at Portland and Astoria, Oregon. At the end of the year, 22 shore stations—15 of them Bell System stations—connected ships and smaller vessels to the telephone network on land.

Importance of American Binder Twine

ACCORDING to the United States Binder Twine Committee the principal food supply of the United States, small grains, is dependent upon an adequate and assured supply of binder twine. This supply is endangered by the unrestricted flooding of the United States markets with foreign-made binder twine, which is possible because of low wage rates in foreign countries. Private manufacturers and prison plants are unable to compete successfully with the foreign-made product in either foreign or domestic markets.

The production of binder twine by private manufacturers has decreased from 239,000,000 pounds in 1923 to 88,000,000 pounds in 1939, and production by State prisons decreased from 57,000,000 pounds in 1927 to 36,000,000 pounds in 1939, because:

(a) Exports of binder twine decreased from 74,500,000 pounds in 1923 to 4,000,000 pounds in 1939;
(b) Imports increased from 13,400,000 pounds in 1923 to an average of 60,000,000 pounds per year for the five year period 1935 to 1939;
(c) Consumption of binder twine in the United States decreased from an estimated 234,000,000 pounds in 1923 to less than 200,000,000 pounds in 1939.

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View in showroom of Rapp-Huckins Co., Inc., Boston, recently appointed distributors for Mack's full line of Mariner Diesel engines in this area.

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